

GRAIN DEALERS' JOURNAL

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Vol. I. No. 4.

CHICAGO, ILL., SEPTEMBER 10, 1898.

FIVE CENTS PER COPY:
ONE DOLLAR PER YEAR.

REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

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SHIPPERS OF CHOICEST
Milling **WHITE and YELLOW CORN.**
Main Office, **SPRINGFIELD, ILL.**
Elevators in Central Illinois on Wabash, C. & A.,
C. P. & St. L., and St. L., St. P. & Pawnee R'ys.

Elevators on the Ill. Cent. R. R.
Crocker Elevator Co.
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PRATT-BAXTER GRAIN CO.
TAYLORVILLE, ILL.
Stations on Wabash R. R.
Wheat, Corn and Oats
SPECIALTY: White and Yellow Corn
Fresh from Farmers.

KENTLAND, IND.
MCCRAY & MORRISON,
SHIPPERS
.....OF **CORN, CLIPPED AND**
NATURAL OATS
Our Special Brand of White Oats
is a favorite wherever tried.
Grain Warehouses at Kentland, Beaver City, Earl
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MONTICELLO, ILL.
OUR SPECIALTY....
..... Shipping Corn and Oats.

H. WORK & CO.
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...In **Grain,**
MILLING WHEAT
A SPECIALTY. **ELLSWORTH, KAN.**

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Elevators at
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WESTERN, NE6. **GRAIN**

H. RAGES & SON
Buyers and Shippers of
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STUDABAKER, SALE & CO.
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Clipped Oats, Clover and
Timothy Seeds, Milling
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GRAIN SHIPPERS and RECEIVERS
THE DANIELS MILL CO.
HARTFORD, CONN.
Correspondence Solicited. ❀ ❀ ❀ ❀ ❀

if U want
A GRAIN CLEANER
G next page

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....**BUFFALO, N. Y.**
Buyers of
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EDWARD P. MERRILL,
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Grain, Flour and Millfeed,
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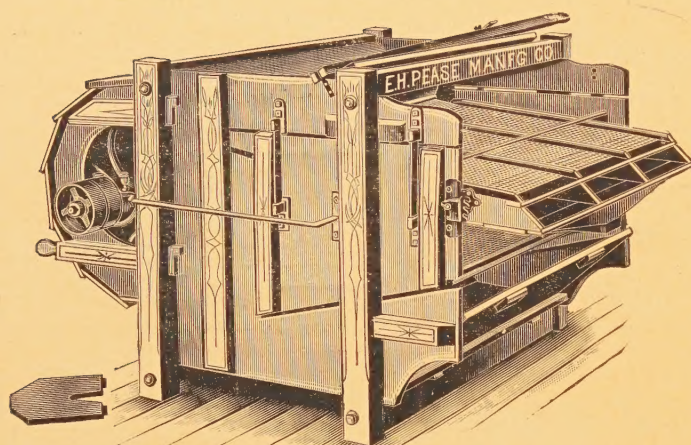
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Western Union Wire in Office.
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Shipper of Grain and Hay,
49½ N. High St., Room 1, **Columbus, O.**
REFERENCE: Merchants & Manufacturers Nat Bank

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IS A PROFITABLE INVESTMENT.

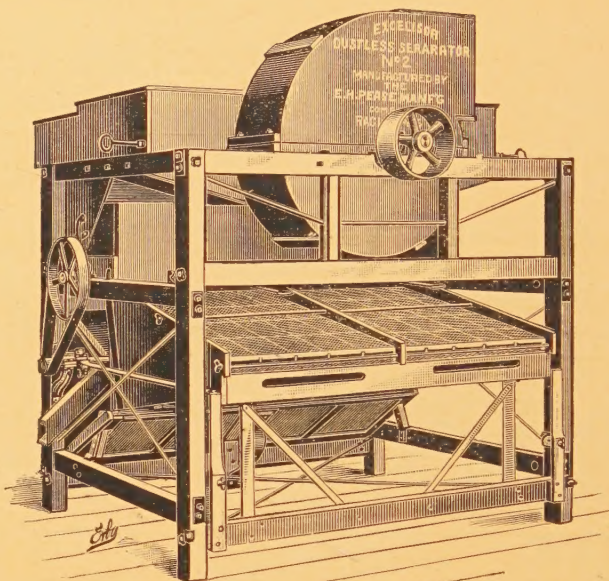
A Pease Cleaner

IS A GOOD CLEANER.

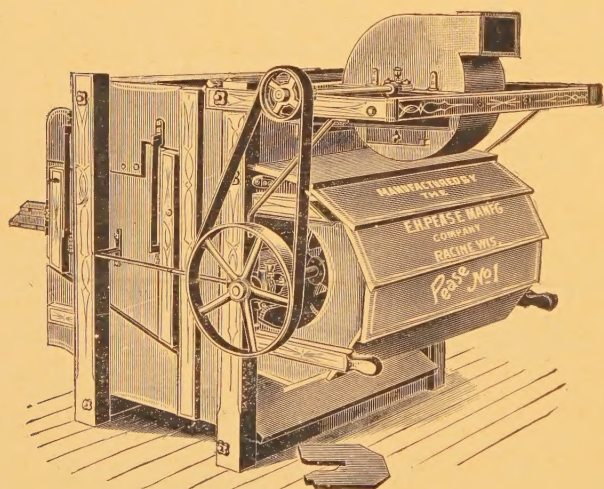


Pease End Shake Warehouse Fanning Mill.

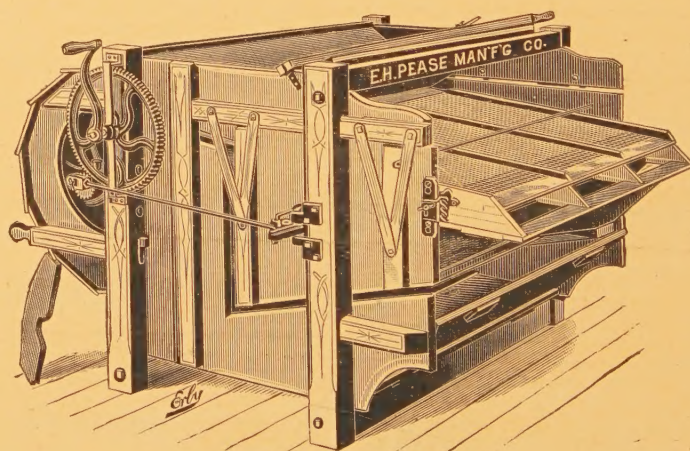
We make all sizes of cleaners for all kinds of grain. If the design of cleaner, workmanship and the quality of work done by it has any weight with you we can surely satisfy you. In addition to Corn and Flax cleaners we have the Pease Dustless Separators and Warehouse Fanning Mills, the Excelsior Dustless Warehouse and Elevator Separator, the Excelsior Separator and Grader, the Excelsior Combined Machine, and the Excelsior Oat Clipper.



Excelsior Dustless Elevator Separator.



Pease Dustless Separator.



Pease Side Shake Mill.

ALL KINDS OF POWER PLANTS, GENERAL MACHINERY AND SUPPLIES
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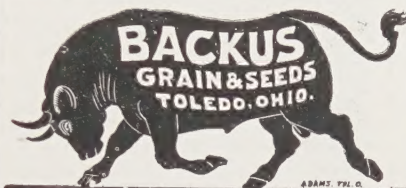
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Established 1879.

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Sell by sample and make prompt returns.

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Prompt Returns Made on Day of Sale

References: Mt. Morris Bank and
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Bill lighterage free.

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Construction of GRAIN ELEVATORS

In Wood, Steel or Cement.

ESTIMATES FURNISHED 541 Rookery,
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Designers and Builders of

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Contracts taken for all kinds of heavy work.
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Is a recently invented machine for handling grain from farm wagons to cars or cribs direct.

There is **Absolutely no Expense** attached to handling grains of any kind, either from wagons to cars or from cribs to ears.**Low Dump**—only 28 inches high—any team can pull a load on our dump.

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Insures only desirable risks in Iowa, and has saved its policy holders in the past almost 75 per cent of Board rates. For particulars, address

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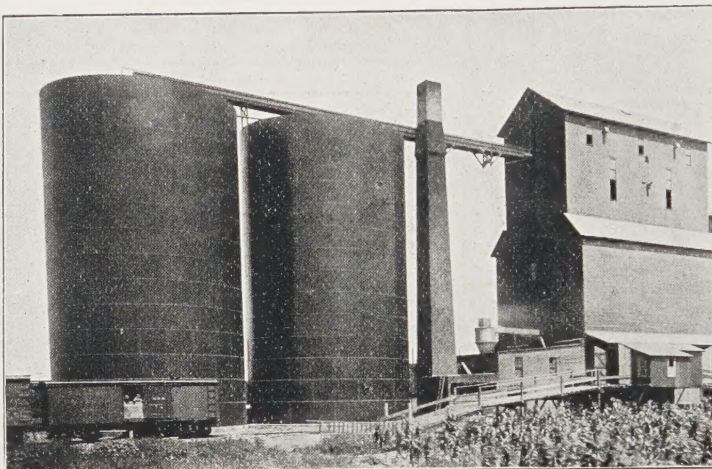
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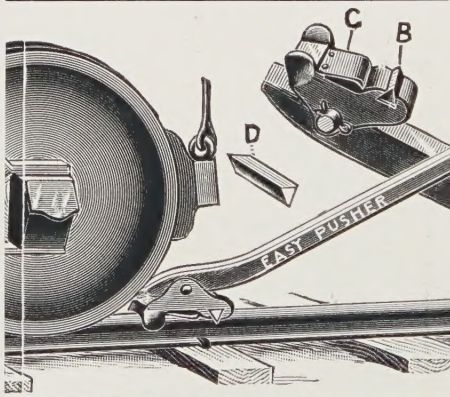
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GENERAL OFFICES,

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Easy Pushers

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Weight 20 Lbs. Price \$5.00

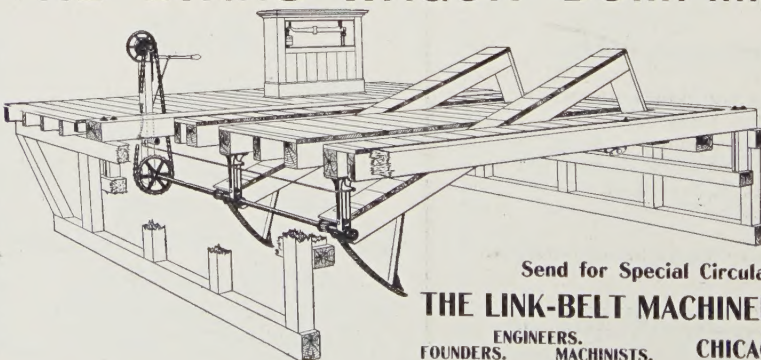
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IN GENERAL USE BY MILLERS, GRAIN
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Revised edition now ready, containing fifteen additional pages, including Quotations, Railroads, Grades of Grain, Mill Feed, Hay, phrases to meet the present demands of the trade; Bids, Acceptances, Billing, Shipping Instructions, Etc.

Price unchanged. Leather and Gilt, \$2.00; Cloth Binding, \$1.50.

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CLIPPED, CLEANED
AND MIXED
AT THE

Nickel Plate Elevator,

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Mill and Warehouse Trucks,

Bag Trucks, Barrel Trucks,
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The Celebrated...

"REYNOLDS"
PLATFORM
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Finest Mill Truck
Made....

Can be run from any angle on to Scales or Elevator; turns in its own length; one man can carry twice as much on it as upon any other truck made. 23 Sizes. Get our Truck Catalogue and Prices.

Scales for All Purposes.

STANDARD SCALE & FIXTURES CO.

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GOLF SUITS OR SWELL CLOTHES.

May be worn at pleasure by the Four Hundred or the Four Thousand, at any one of the nine hundred and ninety-nine delightful summer resorts along the lines of the Chicago, Milwaukee & St. Paul Railway in the cool regions of Wisconsin, Minnesota, Iowa and Michigan, not omitting the famous Excelsior Springs of Missouri.

Within three hours' ride of Chicago are some of the most beautiful lake and country resorts in Wisconsin. Oconomowoc, Waukesha and Delavan are among the 1st. A little farther away are Elkhart Lake and the Dells of the Wisconsin River; and beyond are Marquette with its magnificent Hotel Superior—Minocqua, Star Lake, Lake Minnetonka, Lakes Okoboji, Spirit Lake and hundreds of other deliciously inviting and invigorating spots where energy will be revived and life prolonged by a visit of a few days or a sojourn of a few weeks.

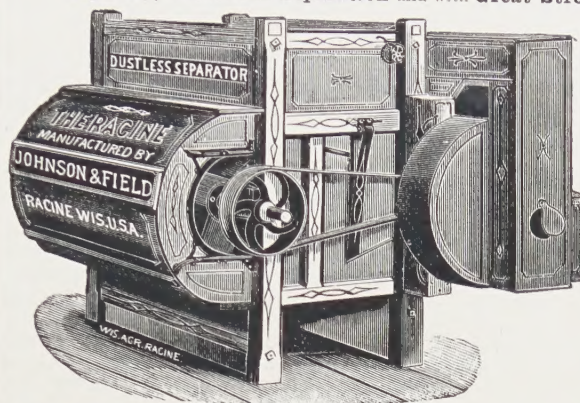
The season opens early in June and lasts until late in September.

Excursion tickets are sold every day during the summer months. Our summer guide book with list of hotels and boarding houses will be sent free upon application to Geo. H. Heafford, General Passenger Agent, Old Colony Building, Chicago, Ill.

"The Racine"

DUSTLESS GRAIN SEPARATOR

Embodies more Points of Excellence than any other machine offered for similar purposes, and is **Light Running, Large in Capacity, Perfect in Separation** and with **Great Strength and Durability.**



Made in Different Sizes to
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THE RACINE Heavy Warehouse Mill

Is especially adapted for horse power use, is supplied with **Patent Governor Pulleys**, has an even and steady speed, is built extra heavy and bolted throughout. This machine has large capacity and is more durable than any other Warehouse Mill made.

Elevator Machinery and Supplies

Send for Catalogue
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JOHNSON & FIELD MFG. CO., Racine, Wis.

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ROBINSON'S TELEGRAPHIC CIPHER CODE,
Bound in Leather, \$2.00; Cloth, \$1.50.

JENNINGS' NEW ENGLAND TELEGRAPH CIPHER and
DIRECTORY, Bound in Morocco, \$3.00.

A-B-C INTERNATIONAL CODE, \$7.00.

STEWART'S TELEGRAPHIC CODE,

By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than 10 letters. 25 cents.

For any of the above, address

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

Write your name and address below and mail to

The GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please
send the GRAIN DEALERS JOURNAL for one year to

Name _____

Post Office _____

County _____

Date _____ State _____

GRAIN DEALERS' EXCHANGE.

FOR SALE.

AT ONE HALF VALUE.—If you want to sell a grain elevator or warehouse advertise it where grain dealers will read it. That is right here.

TWO TUBULAR BOILERS 48 inches by 16 feet, for sale at a bargain. For prices and description address Muscatine Oat Meal Co., Muscatine, Iowa.

SEPARATOR—A second hand No. 4 Duplex Separator and Grader made by Barnard & Leas, for sale cheap. Address, Baumann Bros., Milwaukee, Wis.

GOOD GRAIN BUSINESS for sale. Elevator for sale or rent at station which shipped 650 cars last year. Address Box 45, Lombardville, Stark Co., Ill.

GRAIN CLEANERS, engines and machinery not in use, which are in your way and increase the fire hazard of your plant, can be sold by advertising them in this column.

ELEVATOR—About 40,000 bus. capacity at a good grain point within 40 miles of Milwaukee for sale. Good facilities for cleaning and mixing in transit. A rare chance; good reason for selling. Address, Box 249, Milwaukee, Wis.

IF YOU WANT to go into the grain business write us. We wish to sell our warehouse and elevators. Can fix you out with enough to make small line or with one. Address Retiring, Box 4, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR for sale; 35,000 to 40,000 bushel capacity. Gasoline power, all complete. Situated on Lake Erie & Western R. R. A Bargain for some one. For particulars call on or address F. E. Sharp, Deer Creek, Ill.

BELT LINE ELEVATOR FOR SALE OR RENT.—Situated at junction Grand Trunk and Belt Railroads, Chicago, 100,000 bu capacity. Also country elevators. For particulars apply Geo. H. Sidwell & Co., 542 Rialto Bldg., Chicago.

IRON ROOFING.—Brand new 6, 8 and 10 feet lengths at \$1.75 per square of 10 ft. x 10 ft. Send for General Catalogue. Local and long distance telephones: "Yards 827 and 883." Chicago House Wrecking Co., West 35th and Iron Sts., Chicago, Ill.

LAND SUITABLE FOR ELEVATOR site, shipyard, rolling mill or factory for sale. One mile below New Orleans, the natural outlet for the export grain trade of the West and South. Two lines of railroad on a non-caving bank levee over 100 years old. Address M. W. Darton, 3424 Magazine St., Station C. or Capt. Henry Willett, Mechanics' & Dealers' Exchange, New Orleans, La.

BARLEY GERMINATOR for sale. Do not guess at the quality of your barley, or depend upon the buyer at the central market. Get a germinator, grow a sample and determine with exactness its true value. It will prove a profitable investment even if you ship but one car a year. Price, \$5 to points in the United States. Address Germinator, care Grain Dealers Journal, Chicago, Ill.

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MACHINERY.—Second hand, but in first class order as follows:

One Power Grain Shovel.

Two Oat Clippers.

One 24-inch Tripper for Belt.

One Pratt & Whitney Automatic Scale.

H. W. Allen, Box 695 Silver Creek, N. Y.

SCALES FOR SALE.—We have eight (8) 500-bushel Fairbanks Hopper Scales with heavy iron pillars and wood caps, we bought at a sacrifice. We now offer, at a small advance, all or any of them. Guaranteed perfect and U. S. Standard. Address Standard Scale & Fixtures Co., 610 N. 4th Street, St. Louis, Mo.

LARGE TRACK SCALE—For sale cheap. In first-class condition; capacity 100,000 lbs.; will weigh cars up to 38 feet in length; owners have no use for it; will sell same f. o. b. cars Grand Rapids, at a bargain. Speak quick if you want it. Valley City Milling Co., Grand Rapids, Mich.

ELEVATOR FOR SALE OR TRADE.—I will sell, or trade for a good farm, my elevator well supplied with the necessary machinery for shelling, cleaning, grinding and handling all kinds of grain. Located in the heart of the corn belt. Address G. G. G., Box 2, care Grain Dealers Journal, Chicago, Ill.

SECOND HAND GAS AND GASOLINE ENGINES.—We have a big line of second hand Gas and Gasoline Engines, all in good working order, sizes from 2½ h. p. to 35 h. p. Write for prices. Local and long distance telephones "827 and 883 Yards." Chicago House Wrecking Co., West 35th and Iron Sts., Chicago, Ill.

DOCKS SUITABLE FOR ELEVATOR PURPOSES.—To those interested in the grain trade, Tonawanda, N. Y., offers unsurpassed facilities for the transferring of grain from lake vessels to canal boats and to the several railroads. The undersigned has two fine sections of dock which he will sell very reasonable. This property fronts the river over one thousand feet, with ample water for the largest vessels, and has railroad running entire length, also canal privileges the entire length. Anyone wishing to put up an elevator will find this property a bargain. Address M. M. SMITH, North Tonawanda, N. Y.

FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

IT IS NOT What you pay for the advertisement, but what the advertisement pays you. It pays to advertise in the Grain Dealers Journal.

WANTED.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

POSITION as traveling solicitor for grain receiving house. J. B. C., care Grain Dealers Journal, Chicago, Ill.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

POSITION as manager of grain station in Iowa wanted. Address A. Larson, Box 3, care Grain Dealers Journal, Chicago, Ill.

MANAGER for country grain business in Iowa. Middle-aged man of experience and family wanted. Address F. L. B. Box 4 Grain Dealers Journal, Chicago, Ill.

FOREMAN WANTED for transfer elevator. State experience, wages wanted and give references. L. B. Smith, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED.—I want to rent or buy an elevator at a country station in Illinois. Address Windsor, care Grain Dealers Journal, 10 Pacific Ave., Chicago, Ill.

SITUATION as buyer, superintendent, foreman, bookkeeper, engineer or helper about a grain elevator, can be secured by advertising for same in this department.

HELP! If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer, make it known to those connected with the trade by advertising your want in this department.

POSITION AS SUPERINTENDENT.—I want position as superintendent or foreman of grain elevator, either large or small house. Thoroughly understand handling, grading and mixing of grain. Have had ample experience, and can furnish good references. Address SUPERINTENDENT, Box 4, Care Grain Dealers Journal, Chicago, Ill.

Three floors of the large brick mill of the Williams Sons & Co., of Petersburg, Va., collapsed recently, letting several thousand bushels of corn to the bottom floor. A good deal of the grain was washed through the canal into the river. The loss on grain and damage to the building is estimated at \$5,000.

Locations for Industries at Chicago.

Industries located on the line of The Belt Railway Co., of Chicago, are afforded unequaled switching facilities and the advantage of connecting with all Chicago railroads. They have the benefit of competitive rates and an abundant supply of cars for shipments at all times. Parties contemplating the establishment of industries in the vicinity of Chicago are invited to communicate with the undersigned, who will promptly furnish full information in regard to location, switching rates, car supply, etc.

B. THOMAS,
Pres. and Gen. Mgr.,
Dearborn Station, Chicago

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.
BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., SEPTEMBER 10, 1898.

Our readers will find in this number the first installment of our list of regular grain dealers.

Do not forget that we are anxious to have all the trade news items of your district, and will thank you to send same to us.

Our readers will kindly bear in mind that news items and letters on subjects of interest to the trade are always welcome to our columns.

Much credit is due to The Albert Dickinson Co. for its efforts during the recent trouble of the National Linseed Co. to prevent the complete demoralization of the seed market.

The movement to reorganize the national Linseed Co. lends emphasis to that old opinion that one man or company cannot often run the American market on any commodity.

The grain dealers who have wants unsupplied, or have elevators, machines, machinery or grain they desire to sell, will find the "Grain Dealers' Exchange" a good place to make known their needs.

The grain buyer who goes onto the street and bids a second time for a farmer's grain cannot expect to get that farmer's grain ever afterwards without making a second bid. It is setting a bad precedent and often leads to expensive overbidding.

The elevator men who keep cobs piled up about their plants unnecessarily increase the fire hazard. If cobs must be stored, they should be kept as far away from the elevator as possible. Spontaneous combustion will occur and mysterious fires will follow.

If any of our readers have succeeded in formulating an order which can be used in sending farmers to the bank for pay for grain without attaching thereto an internal revenue stamp, they will confer a great favor upon thousands of regular dealers who are taxed excessively to maintain a war which is at an end.

Opinions on grain trade subjects are always welcome to our columns, and we trust you will feel free to contribute to the Journal whenever you have anything to say on subjects of interest to the trade. We wish you to help make this "the" Grain Dealers Journal.

The annual meeting of the Grain Dealers' National Association will be held at the Chicago Beach hotel, Chicago, November 2 and 3. An earnest effort is being made to prepare an interesting program and the prospects at present are that there will be a good attendance.

Since the resignation of John Hill, Jr., as chairman of the Chicago Board of Trade bucket-shop investigating committee, the bucket-shop keepers seem to have secured a new lease on life and no doubt the trade will be afflicted with as many as before ere long.

The elevator men who lose their elevators by fire always wish that they had kept a complete list of the contents of the elevator. Long after appraisalment is made, they think of machines and machinery they had neglected to include in their statement of contents when making settlement of loss.

Now that the war is over and the troops are being mustered out of service, the members of the grain trade may look forward with glad hearts to the mustering out of the internal revenue tax. It would seem only fair that a few of the taxes laid upon the grain trade should be withdrawn promptly.

A number of Kansas City grain commission firms have made known their determination to refuse to handle shipments of irregular dealers, and naturally these very receivers are being favored in the matter of shipments by the regular country shippers. It is the old story of patronizing your friends, and it pays.

The campaign instituted to induce the farmers of the winter wheat district to cut the growing rye out of their wheat seems to have had a good effect, and country shippers are rewarded by the receipt of cleaner wheat. Some who expected much rye, report that very little is contained in the wheat received so far.

Late reports of the agricultural bureaus seem to favor the opinion that the country's hay crop is the largest ever harvested, and now President McKinley is credited with having decided to place Hay at the head of his cabinet. Corn and cotton, for the time being, seem to be pushed to the background and Hay is King.

Country shippers in some parts of the west are making earnest efforts to secure direct trade with millers for their wheat and oats, and some shippers of

white corn are also securing considerable direct trade with the corn millers. Many millers insist upon having unmixed grain and patronize country shippers in hope of securing it.

Some of the western roads have suffered so much as a result of permitting the routing of grain in transit that they have decided to discontinue such practice. Whether they will stick to their decision or not remains to be seen. Competition is so severe with the different grain carriers that it does not seem likely they will be able to abolish the practice.

Our grain exporters are pushing forward to secure the trade of the small as well as the large grain importing countries. The imports of wheat, corn and flour from the United States by South African countries seem to be gradually increasing. No doubt there would be a more rapid increase were the import duty of 24 cents per 100 pounds on wheat and corn removed.

The Texas grain dealers have at last completed the formal organization of a strong association and no doubt will do much to advance the interests of those regularly engaged in the business in the "Lone Star state." The dealers have suffered so long from impositions of different form and character that there seems little doubt that every one will give the association hearty support.

St. Louis dealers are making an earnest effort to prevent the grain of the territory west and northwest of that city being diverted to other channels. It is well that they have awakened to the necessity of doing something to maintain their hold of the grain business. If the railroads were forced out of the grain business, St. Louis would gradually recover her former position in the grain trade.

Some of the northwestern roads are seeking to re-establish old rules regarding demurrage in hope of strengthening these schemes for exactions, but at the same time some of them are giving cars to scoop-shovelers to be used for warehouse purposes without charge. The fact that this reduces the carrying capacity of the road and helps to increase the inconvenience caused regular shippers who are unable to get cars, does not seem to occur to the traffic managers.

Recently a new band of grain thieves has been discovered in the Pennsylvania yards at Chicago. No doubt many country shippers discovered that the thieves were working in that yard long before the railroad officials tumbled to the fact. It seems that the thieves had secured seals and sealing irons and were in the habit of helping themselves to the shippers' grain, then re-sealing the

cars so as to cover up their tracks. However, one arrest has been made and there seems some prospect of others following.

We are pleased to say that many of our readers have forwarded copies of contracts they use in making agreements with farmers to buy their grain. We publish several in this number and others will be published in succeeding numbers. We trust that every dealer who has forms different from those already published will send us a copy. As soon as we have published different forms and the merits of each have been discussed, it is our hope to displace many of the poorer ones with the best form to be had.

The attorney general of Iowa has recently rendered a decision which will be likely to discourage the holding of grain on the farms. He maintains that farm products over one year old are taxable. Why he deems it necessary that the grain attain this age before being taxable is not clear. It would seem fair that the farmer should pay taxes on grain of the last crop preceding the assessor's call. The amount of corn cribbed in Iowa is enormous and no doubt the farmers will dispose of much of it if they learn that it will be taxed.

The scoop-shovel man is again abroad in the land, and the regular dealer who is afflicted with his competition is sad at heart. The regular dealer pays taxes to support the schools, local, county and state governments; he patronizes the local stores and the churches. He keeps his house open for the reception of grain in any quantity the year round, yet when business is good the local government permits traveling sharks, tricksters and dishonest transient shippers to come in untaxed to cut the profit out of the regular dealer's business, and to take much of it away from him. Such a practice is neither just nor fair to the regular elevator man.

Elevator men who try to protect their corrugated iron siding and tin roofing from the elements by the use of cheap paint should not overlook the fact that it costs as much to apply cheap paint to an elevator as it does to apply good paint. There are paints and paints; some are made to sell, others to cover wood, and a few are prepared expressly to protect iron and tin. Every elevator man will readily perceive that ordinary paint is not likely to hold on to the hard, smooth surface of iron or tin as well as it does on to wood. Many of the cheap paints applied to elevator siding crack, curl and fall off shortly after they are put on. They seem to be unable to withstand heat, cold and rain. Iron and tin both absorb heat and cold

so readily that the paint put on to protect them is subjected to severe and changing conditions.

Secretary Smiley, of the Grain Dealers' Association of Kansas, has commenced a vigorous campaign against the old shortage trouble at Kansas City, and members of the association are promptly coming to his assistance by filing with him reports of shortages whenever they occur in grain shipments. So far it seems that two elevators, one on each side of the river, have weighmen who are afflicted by an ungovernable determination to take down weight always, and allow a good margin for future shrinkage. With the active support of members who suffer shortages in shipments, the secretary of the Kansas Association will soon be able to place an effective check on this abuse.

The state of New York has spent \$9,000,000 during the last two years in an attempt to put the Erie Canal in condition to compete with rail carriers, and now the engineers who are investigating the canal, report that \$13,600,000 will be needed to finish the work. The Empire state is surely making an honest effort to maintain the export grain trade of its principal port, for which the Western grain shippers and the farmers have that state to thank. The lower rates made possible by the water transportation provided by the Empire state add value to the grain products of the Western fields. Without the Erie Canal to regulate the rates the railroads from Buffalo to the seaboard would keep their winter rates in force the year round.

The Regular Grain Dealers of several districts in Indiana and one or two in Ohio have succeeded in maintaining agreements to stop lending sacks to farmers. It is a ridiculous practice, the outgrowth of unreasonable competition, and what seems more exasperating, many dealers permit themselves to be forced into continuing the practice by one or two competitors who hope to gain many friends among the farmers by refusing to be a party to any such agreement. In some places the dealers have either gone farther, or rather they have permitted competition to drive them farther, and to-day they are not only sending their shellers into the country to shell the farmers' corn, but they are actually sending teams to the farmers' barns to haul the grain to their elevators, this, too, free of cost to the farmer, or rather it is supposed to be free of cost to the farmer. If the farmer is gullible enough to think the elevator man in these days of exceedingly close margins can afford to shell and haul the farmer's corn free of charge, he has much to learn.

The friends of steady rates will be pleased to learn that the Vanderbilt lines have decided to consolidate all fast freight lines operating over the different roads on the Vanderbilt system. There have been so many of the fast freight lines that they have been a disturbing factor in freight circles for years. It would be a good thing if all fast freight lines and the private car lines could be abolished and the transportation of freight be conducted by the railroads alone. There have been too many of these different factors, every one of which seems to be a discordant element in freight circles. Each seems to strive to fight all the others and makes maintenance of rates next to impossible. Steady rates are even more desirable to the grain shippers than low rates.

The scoop-shovel men are making the dealers of Illinois an unusual amount of trouble this fall. The Indiana dealers are also suffering, but at several points of the "Hoosier state" the scoop-shovel men have been so very unsuccessful that they have withdrawn from the field. The trouble with the scoop-shovel man is that he starts out without any moral stamina to assist him in following closely the straight path of fair dealing. He has not any investment, so has nothing to prompt him to look ahead. He does business for present profits, sacrifices the farmers, tricks them when he can, and never hesitates to make heavy overdrafts against his shipments, so no one seeks to do business with him the second time. Some of them are more far-seeing and follow more closely the paths of honest dealers.

Readers will find in this number the first installment of our list of regular grain dealers in Illinois. We doubt not that some errors have crept into our list, and we beg that our friends will kindly notify us of same. It is our earnest desire to compile a perfect and complete list of the dealers regularly engaged in the grain business. As soon as we have completed list of Illinois dealers we will take up the other states and publish them. We have received many reports from different surplus grain growing states, for which we thank the dealers. We trust that they will send us many more. Most of the regular receivers at different terminal markets are averse to sending bids to irregular dealers; they recognize the fact that they lose by dealing with such shippers, both direct and indirect. Few of them can avoid sending bids to such dealers occasionally, but most of them will make it a point to do so, if we are able to compile a list of regular dealers which approaches perfection. If the regular country shippers will assist us

in compiling such a list, they will also thereby assist the receivers in confining bids to regular shippers. Reports of the names of the firms engaged regularly in the grain business at your own and nearby stations will be welcome. Please let us hear from you. After the lists have been revised they will be republished.

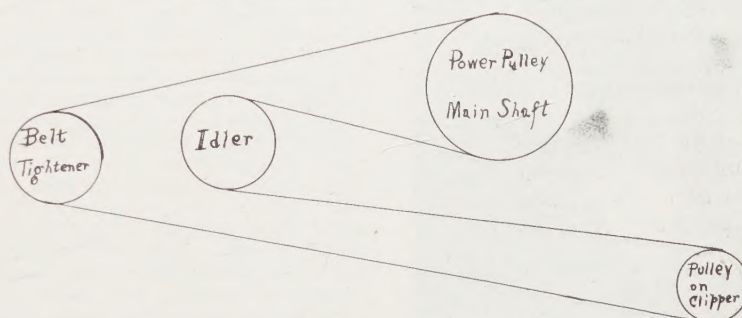
If the regular grain dealers of the country would be more careful about shipping grain to strangers, fewer of them would be swindled. Their gullibility encourages so-called "commission men" to send them bids which are above the market. Members of the commercial exchanges do not indulge in disreputable practices. They cannot afford to do so. They have money invested in the business and must maintain a clean record or retire from business. Every season brings forth a new crop of receivers, or rather so-called "receivers" who have an aversion for honorable methods and the country shippers suffer accordingly. By investigating the parties who make extravagant offers for grain, shippers will avoid heavy losses. One Nebraska shipper who rushed to Chicago recently in a fever of excitement admitted that he had shipped five carloads to a stranger who offered him a higher price for his grain than others were doing. It is reasonable to predict that he will not do so again.

It seems that there are a number of individuals in the Kansas City market who are posing as regular grain receivers, but who have not enough capital to take care of drafts against grain consigned to them, nor enough to buy a membership in the Board of Trade. What is more surprising is that western shippers have unwittingly patronized receivers of this class much to their own detriment. These scoop shovel receivers, it would not be fair to classify them as regular grain receivers, make arrangements with other receiving houses to cash their drafts and clear their receipts for one-half a cent per bushel on corn and oats and one cent per bushel on wheat. As this is the regular commission according to the custom of the exchange, the question naturally arises: How do scoop shovel receivers make a living? Do they conduct their business honestly? Are they able to protect the interests of their country shippers as well as reliable houses with ample capital can do? Will they refuse to receive shipments from scoop-shovel traders and other irregular shippers? In their eagerness to make office rent, will they not hold up their shippers? It would seem unreasonable for such receivers to expect to receive the patronage of the regular shippers of the west, when other receivers who are so much better equipped to take care of the busi-

ness, and to protect the interests of country shippers are supporting the grain dealers' associations and assisting the country shippers in overcoming the abuses which have incumbered the business for these many years. In justice to themselves and the regular receivers who assist them in their work, the regular country shippers cannot afford to patronize these scoop shovel receivers.

HOW CLIPPER WAS DRIVEN.

Chas. H. Duhme, of Fowler, Ind., has sent us a drawing which shows how obstacles were overcome and an oat clipper placed on the first floor of their elevator. He writes: "We had so much machinery on the first floor of the A. J. Yost & Co.'s elevator that we could set a clipper nowhere except almost directly under the main shaft, which was but about four feet above the drive pulley on the clipper. As so short a drive would not have pulled a clipper, we adopted the plan shown by the accom-



How Clipper was Driven.

panying drawing to lengthen our belt.

J. N. Bacon, of the Invincible Grain Cleaner Co., who designed the drive, writes: "You are aware that 'necessity is the mother of invention.' In getting a drive upon this machine, the main drive shaft was so very close to the machine, it would not transmit power enough direct to the clipper to have it do its duty. Therefore, the drive shown in drawing, was placed in position to overcome this difficulty. The Clipper was a No. 6 Invincible, and the power required to drive same is from 15 to 18-horse power, according to surrounding circumstances, to get the capacity of 500 to 600 bushels. The pulley on the machine is 22-inches in diameter by 10½ inch face. This mode of driving will transmit from 45 to 60 H. P. with a double rubber belt, same as used in the Yost elevator. As is shown by the drawing nearly a three-quarter lap is secured on the main drive pulley, and a full half lap on the pulley on the clipper. In addition this arrangement gives the extra weight of belting on the clipper pulley. I have used this method of drive in many other cases where the conditions were the same and have always found it to work in every way satisfactory."

Chas. S. Leech, of Marienville, Pa., is building a grain elevator and feed mill.

Several cribs at Cooper, Iowa, owned by The McFarlin Grain Co., of Des Moines, Iowa, were blown down and considerable damage done to its property. It expects to get full pay, having all its property insured in the Farmers' Co-operative Wind Storm & Tornado Ins. Co., of Des Moines.

IOWA CROP REPORT.

The report of J. R. Sage, director of the Iowa Weather and Crop Bureau, is to the effect that conditions have been favorable for farm work, and good progress has been made in threshing small grain and grass seed. Considerable progress has been made in fall plowing, except in sections where the soil is too dry, and in some localities a beginning has been made in sowing fall wheat and rye, with prospects of an increase in the acreage of these crops. Corn made unusual advancement in the last half of August, and there has been a corresponding shortening of the time required to place it beyond danger from frost. In some localities the early planted fields are being cut, and a considerable portion of the crop will be practically safe by the 15th of September. With normal weather conditions in the coming month the late planted portion will reach full maturity. Very conflicting reports are received as to the condition of corn, the estimates depending upon the point of view of the crop

reporters. It is certain that the mid-summer drouth materially cut down the total yield of what at one time promised to be the largest crop ever grown in this state. But allowing for this reduction of prospective yield, the fields to-day carry a heavier average burden of corn than was in sight at the corresponding date last year.

THE GRAIN DEALERS' UNION WILL MEET.

The Grain Dealers' Union of Southwest Iowa and Northwestern Missouri will meet at Council Bluffs, Iowa, Wednesday, Sept. 28. The program, so far as prepared, is as follows:

Address—D. Hunter, Hamburg.

Paper—Benefits of organization, W. C. Bayles, Mt. Pleasant.

Paper—How Commission Houses wrong local dealers, G. A. Stibbens, Coburg.

Address—Receiving Consignments from Irregular Dealers and Farmers, E. F. Catlin, St. Louis.

A general discussion, of Consignments of Grain by Farmers, Irregular and Irresponsible Dealers will follow.

Coburg, Iowa. G. A. Stibbens, Secy.

The McFarlin Grain Co., of Des Moines, Iowa, has added a 40,000 bushel annex to its gasoline rope drive elevator at Coon Rapids, Iowa.

Secretary Rippey, of the Missouri State Board of Agriculture, in his report of Sept. 1st, estimates the clover seed crop at 78 per cent. and the broom corn at 87 per cent.

ASKED AND ANSWERED

NEBRASKA LAW GOVERNING STORAGE.

Grain Dealers Journal.—Many Nebraska dealers are storing grain for the farmers, some issuing receipts, scale tickets, etc., some charging a compensation, and some not. Is not the state law very strict on this point? Can one store grain under the law without being a licensed house? Has the state an inspector? What are the provisions of the law? Is the elevator man not amenable to the law criminally and subject to a heavy fine?

W. W. Scott.

COUNTRY ELEVATORS.

By W. L. B.

Elevators for the handling and storing of grain are built in a great variety of forms, their convenience and capacity also varying greatly. However much they may differ in form and construction the object in all is the same, viz.: the receiving and shipping of grain in bulk and at a minimum cost for the handling of same.

One of the simplest elevators I have ever seen is shown in Fig. 1, which is not an elevator at all in the strict sense of the word, as the grain is not elevated. The grain was weighed on a wagon scale. It will be noticed that the driveway is almost as high as the top of the bins. The grain was shoveled directly from the wagons into the bins, which were hopped toward the siding, the hopping terminating in spouts through which the grain was spouted directly into the car. This form of elevator is of course best suited for a site where the ground is somewhat elevated above the siding such as a hillside, yet it can be easily constructed on level ground, providing driveway is sufficiently elevated and the grade up to same is gradual.

Crude as this form of elevator may seem it has the advantage of simplicity.



Country Elevators. Fig. 1.

Where the site admits it might be made to answer every purpose, as it would be possible to receive and even clean the grain and yet deposit it into bins sufficiently high to spout direct into the car. I show in Fig. 2 a perspective illustration of a conservative country elevator where corn is the principal grain received. The driveway is usually high enough to accommodate a dump, either the style made with the tripping platform or dump sticks, or

the one in which the front of the wagon is raised by means of a windlass. The hopping under the dump communicates directly with the sheller. Both corn and cobs are then elevated to a separator and cleaner usually placed in the cupola. I give a sectional view of this elevator in Fig. 3. The gasoline engine is a very convenient and economical power for a small elevator of this kind and may be placed in the basement.

The driveway being much longer than the elevator is often provided with bins or cribs on each side for the storing of ear corn. An elevator of this size is



Country Elevators. Fig. 2.

usually supplied with a feed mill of some sort, either a disk mill or a six roller mill, the same being used for corn meal.

ANNUAL MEETING OF THE NATIONAL ASSOCIATION.

The annual meeting of the Grain Dealers' National Association will be held at the Chicago Beach Hotel, 51st St., and Lakeshore, Chicago, November 2 and 3.

The directors and officers will meet at the hotel November 1st for consideration of any suggestions or complaints which members may have to make. The same can be presented in person, or in writing to the secretary. The first day's meeting will be called to order at one o'clock sharp.

WEDNESDAY, P. M., 1 O'CLOCK.

Annual address by President Warren T. McCray, Kentland, Ind.

Report of Treasurer.

Report of Secretary.

Appointment of Committee on Members.

Appointment of Committee on Nominations.

The Violations and Abuses of the Interstate Commerce Laws.—E. L. Rogers, Philadelphia, Pa.

The Success of Association Work in Kansas.—E. J. Smiley, Concordia, Kan.

Reducing Barley Grading to a Practical Basis.—Julian Kune, Chicago.

Forged Bills of Lading; Protection Needed.—W. H. Bergin, Toledo, O.

THURSDAY, A. M., 10 O'CLOCK.

Work of the Chicago Inspection Department.—Edwin J. Noble, Chief Grain Inspector, Chicago.

THURSDAY, P. M., 1 O'CLOCK.

What the Grain Dealers Union Has Done For Regular Dealers.—G. A. Stibbens, Coburg, Iowa.

Report of Committee on Nominations. Election of Officers.

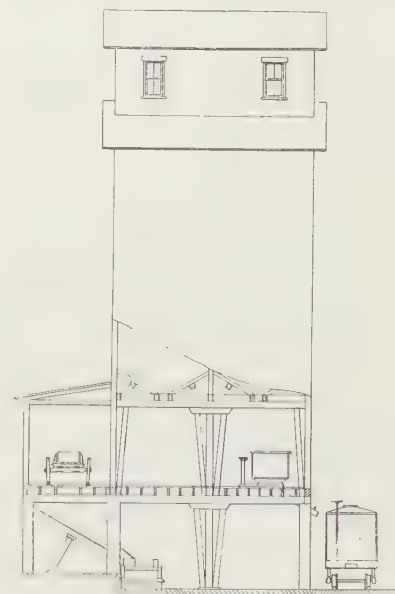
Additions are being made to the program daily and these will be published from time to time. Suggestions for the program should be sent to Secretary Charles S. Clark, Room 94, Traders' Building, Chicago, Ill.

MEETING OF NORTHWESTERN IOWA GRAIN DEALERS.

A meeting of the Northwestern Iowa Grain Dealers' Association was held at Iowa Falls, Ia., August 31. The object of this association is to promote the mutual interests of the grain dealers over the northern part of the state. The meeting was fairly well attended, and the sessions were interesting and profitable. The officers elected for the ensuing year are as follows: Jas. S. Smith, Iowa Falls, president; Hans Hanson, Latimer, vice-president; A. A. Moore, Sheffield, secretary, and Thos. Thomas, Sheffield, treasurer. The next meeting will be held at Iowa Falls.

BOOKS RECEIVED.

CLARK'S GRAIN TABLES for wagon loads is designed especially as an aid to the grain buyer in reducing wagon scale weights to bushels. And by its use one not only saves a great deal of time and labor, but also avoids any errors which might arise in computations. It reduces any weight from 100 to 4,000 pounds of grain, at the required number of pounds per bushel. It also contains wheat dockage tables, which show dockage for 1, 2, 3 and 5 pounds of dirt to the bushel. It is well printed, bound in heavy manilla, of a convenient size and easy to use. In reducing say 2,540 pounds of the oats to bushels, take the table for oats, follow the left hand marginal column down until you



Country Elevators. Fig. 3.

come to the line that contains 2,500, then follow the line out until you come to the forty column and you find 79.12, showing there is 79 bushels and 12 pounds. Copies can be had by addressing Grain Dealers' Company, Chicago. Price 50 cents.

The B. A. Lockwood Grain Co. has just completed a 40,000 bushel annex to its elevator at Crocker, Iowa.

one who is worth some money. Unless he blowed it in speculating.

Yours Truly,
Greenville, O. E. A. GRUBBS.

COST OF OPERATING GAS ENGINES.

Grain Dealers Journal.—The relative cost of operating gas and gasoline engines has been considered by many, but investigated by few. In the first place the value of a gas engine is not determined by what you have to pay for it, but the amount of fuel it uses and the work it does. A great many gas engines are expensive at any price, because they consume too much fuel, and engines that consume the least amount for the power given are the ones that sell at the highest price. They are the cheapest in the end. The average good gas engine consumes about 20 feet of gas per hour per horse power, and some as low as 16 and 17 feet, thereby making its cost, per horse power, to run an engine about $\frac{1}{2}$ cent an hour, that is, using natural gas at 50 cents per thousand cubic feet; proportionate results are obtained with gasoline, illuminating or fuel gas. Therefore, it will be seen that the use of a gas engine for power is many times cheaper than steam or electricity, for you do not require skilled labor, engineer or fireman, have no expense for labor, and about ten minutes a day is all the time necessary to keep the engine clean and in working order.

Yours truly,
S. C. J.

TEXAS GRAIN DEALERS MUST WORK TOGETHER.

Grain Dealers Journal.—The work of organizing the Texas Grain Dealers' Association is progressing finely, in fact, we have met with no discouragement yet. We hope to have so strong an organization that we can do much to advance the interests of the grain dealers. Primarily we hope eventually to secure legislation that will enable a Texas shipment to start on its journey to any part of the world with an official stamp both as to grade and weight. Heretofore the grading and weighing of Texas grain has depended very largely upon the state of the market at the time shipment arrived at destination. It is more than likely that in a short time the state will enact laws and appoint public weighers and inspectors at our most important shipping points in south and southwest Texas. Their certificates will go for their face value in any market our trade may aspire to. This in itself is a consummation devoutly to be hoped for, and alone would be sufficient to fully compensate for the organization.

But that is not all—there is the question of discrimination in rates to be considered, both to the seaboard and interior. So far Texas and the Indian and Oklahoma Territories have had decidedly the worst of it, as compared with western grain producers. That is to say, Kansas, Missouri and Illinois. The association is entitled to some credit for work done in behalf of the new freight rate of $12\frac{1}{2}$ cents on corn between Texas points.

The importance of the move to organize the dealers of our state can not be underrated. Certain evils must be corrected. Lethargy has prevented any combination of effort heretofore, every one seemingly expecting the other to do something to ameliorate the general condition of affairs. It is hoped that every dealer will at once apply for mem-

bership in the association. United we may stand; divided, as we have heretofore, it is only a question of time until some of us fall. "In union there is strength," and it is believed that our organization will quickly demonstrate this proverb to the satisfaction of all concerned.

P. T. ANDREWS.
Ft. Worth, Tex.

WORK OF THE KANSAS ASSOCIATION.

Grain Dealers Journal.—I am pleased to write that we have arranged for local meetings of the members of the Grain Dealers Association of Kansas, to be held at Concordia, on the 15th of each month, Coffeyville the 15th, Wellington the 20th, Hays City 19th, Hiawatha 28th and at Frankfort on the 27th. We expect to arrange for meetings to be held in Salina, Chanute, Stockton, and one or two other places in the state within a few days. I find it impossible to attend all of these different local meetings, but after same are organized the dealers are only too glad to attend and they all take a personal interest in the meetings. We have not as yet arranged for time and place of October meeting, but same will probably be held in Topeka.

We have some scalpers again in the state of Kansas, but we think we have hardly one this year to six the past year. Fifteen Kansas City commission houses have requested me to notify our members that in the future they will refuse to handle the consignments and pay the drafts of others than regular dealers. There are four receiving houses in Kansas City that handle practically all of the farmer and scalper consignments that are now going to that market. I have not as yet made mention of their names in circular letter, but unless they notify me very soon that they will give up this class of trade I shall notify every member of our organization.

I am very glad to state that weights in Kansas City this year are much more satisfactory than they have been ever before. With the exception of two elevators that are known to members of our organization we think Kansas City is furnishing as good weights as any other market in the world. Practically all of our members refuse to take weights taken at these two elevators and we think before many months' time they will be compelled to give honest weights or go out of business.

We now have the honor of having the largest membership of any organization west of the Mississippi River. Since August 1st we have received the following applications: A. J. Roach, Clyde; Woodson-Young Grain Co., Kansas City; V. W. Miller, Mentor; Geo. A. Adams Grain Co., Coffeyville; J. R. Senter, Clearwater; Crowell Bros, Attica; Alex. Knott, Belle Plaine; Gilchrist & Siceloff, Belle Plaine; C. Knox, Belle Plaine; John P. Charles, Attica; A. Matthews, Attica; W. J. Nunn & Co., Mayfield; Geo. W. Hough, Milan; J. R. Ash, Milan; J. Maltbie, Argonia; E. W. Houser, Crystal Springs and Cole Bros., Harper.

We expect by the close of the year to have practically every regular dealer in the state a member of the organization.

I am advised that the Oklahoma Grain Dealers Association now has a membership of nearly 100 and that one rail-

road company in that territory refuses to set cars for scoop-shovel men to load. Whether or not the association has asked this of the railroad company or whether it has done it of its own accord I do not know.

E. J. SMILEY.
Concordia, Kan.

TRANSPORTATION

The lake rates on corn to Lake Erie are 1 $\frac{1}{4}$ cents.

The 'Frisco road has absorbed the Osceola & Southern road in Missouri.

The Great Northern road has planned to handle 60,000,000 bushels of wheat at the head of the lakes this year.

It is reported that the St. Louis and Peoria lines have agreed to restore and maintain rates on grain east bound.

It is reported that Iowa roads are having a hard time to make the supply of cars keep pace with the demand for the transportation of grain.

The largest cargo ever carried on the great lakes was loaded at South Chicago recently into the Superior City. It took seven hours to load the cargo, 266,550 bushels of corn.

Eastern freight men are considering the advisability of making the Missouri river the basing point in prorating grain shipments to the east, instead of the Mississippi river.

The Missouri, Kansas & Texas Ry. has given notice that hereafter in reconsignment of mixed grain and grain products the freight will take a balance on each product instead of taking the rate on the highest product, as heretofore.

A charge of \$1.50 is being made by the Peoria & Pekin Union Road at Peoria on all empty cars ordered to the elevators to be loaded, where the capacity of the car is mentioned in the order, where no capacity is mentioned no charge is made.

The Transportation Committee of the Chicago Board of Trade has appointed a committee of three to work jointly with the exchanges for securing the abolishment of the Welland canal tolls. The tolls exacted by the elevator pool at Buffalo are paid without protest.

A steel barge line from St. Louis to New Orleans is being seriously considered. This agitation is brought about by the continual cutting of freight rates both east and south, thus practically shutting out St. Louis from her share of the grain, which now goes to Kansas City and Chicago.

The rates on grain shipments from the Missouri river to Chicago have been cut to 8 cents per 100 pounds. The tariff rate is 15 cents, but a 10 cent rate was in effect previous to the recent cut. The reason of this is the sharp competition of the gulf lines making rates to carry the grain south.

A new steel barge line company has been organized at Sioux City, Ia., to engage in the business of transporting grain from Sioux City down the Missouri and Mississippi rivers to New Orleans. Despite the greater distance than by rail it is thought the grain can be carried at one-third the cost.

The Galesburg & Great Eastern Ry. of Chicago has been incorporated with a capital stock of \$250,000, to operate a railroad from Galesburg, Knox county, to Lacon, Marshall county. The incorporators and first board of directors are Henry Harms, Edward J. Harms, Henry J. Harms, Willis Smith and John W. Smith.

REGULAR GRAIN DEALERS.

Many regular grain dealers have promptly responded to our call for the names of firms regularly engaged in the grain business at their own and nearby stations, and some have given us a very complete report on the facilities of each for handling grain. Those received up to date we have arranged by towns in alphabetical order, and give part of the Illinois dealers in the following. If any have been omitted, or if any errors have been made, we trust our readers will promptly notify us. Part of each state will be published until all received are published, then we will republish the lists later, giving a state at a time, when the lists are nearer perfection. Read over the following and let us hear from you if you can suggest any corrections, changes or additions:

Alpha, Ill.—W. H. Kierman, eltr, 25 M; Hough & Williams, eltr, 10 M;
Altona, Ill.—G. W. Barnett, eltr, 30 M.
Anchor, Ill.—C. A. Means & Co., eltr, 40 M; Middle Division Elevator Co., eltr, 40 M; Crescent Grain Co., eltr, 40 M.
Archite, Ill.—J. W. Culp, Dump; Sidell Grain & Elevator Co., cribs.
Arcola, Ill.—R. A. Clisby & Sons; Kremer & Harris; H. M. Bone;
Argenta, Ill.—Crocker Elevator Co., eltr; Garber & McArley, eltr;
Armington, Ill.—E. F. Verry, eltr; Britt & Darnell, eltr;
Armstrong, Ill.—R. G. Risser, eltr, 15 M; O. H. Cazer, eltr, 5 M;
Arthur, Ill.—Baker & Cahill, Dump & Cribs, 15 M; F. M. Powell, eltr & cribs, 40 M;
Ashland, Ill.—Edward Beggs, eltr; S. L. Hamilton, eltr; V. E. Elmore, eltr;
Ashmore, Ill.—Herman & Co., eltr;
Assumption, Ill.—E. Walker, eltr, 20 M; S. Mitchell, eltr, 20 M; L. F. Webber, eltr, 20 M;
Atwood, Ill.—Hawks & Helton, eltr;
Auburn, Ill.—Auburn Roller Mills, eltr; Grewarn Bros., eltr;
Baileyville, Ill.—C. S. Hill & Sons, eltr;
Banou Station, Ill.—Field & Co., eltr;
Bement, Ill.—J. M. Camp, eltr; C. A. Burks, eltr;
Birkbeck, Ill.—Middle Division Elevator Co., eltr; Crocker Elevator Co., eltr;
Bloomington, Ill.—W. B. Probasco, eltr, 50 M; Frank Supple, eltr, 50 M; J. C. McCord, eltr, 20 M;
Blue Mound, Ill.—W. B. Newbegin, eltr; Hill Bros. & Crow, eltr; J. G. Melhorn, scales & cribs;
Blue Ridge, Ill.—Geo. D. De Long, eltr;
Bondville, Ill.—Goodman Bros., eltr, 5 M; H. A. Clevenger, eltr, 20 M;
Booths, Ill.—H. E. Snyder, eltr, 35 M;
Bradford, Ill.—Code & Harwood, eltr, 30 M; E. Beggs, eltr;
Brimfield, Ill.—Dungan & Son, eltr; Moore & Son, eltr;
Bristol, Ill.—Horace Young, eltr, 12 M;
Broadlands, Ill.—Bartlett Kuhn & Co., eltr, 35 M; Henley Eversole, eltr, 25 M;
Buckley, Ill.—C. H. Rumley, 2 eltrs, 40 M, 10 M; Sieberns, eltr, 40 M;
Burrowsville, Ill.—John Howell;
Cadwell, Ill.—E. W. Davis, dumps & cribs; F. M. Powell, office, scales & cribs;
Cameron, Ill.—G. W. Barnett, eltr, 7 M;
Campus, Ill.—Maguire Bros., eltr; M. R. Walsh, eltr;
Carlock, Ill.—O'Hara, Baldridge & Co., eltr;
Casner, Ill.—J. M. Tohill; Wilson & Chapman;
Center, Ill.—Britt & Darnell, eltr;

Cerro Gordo, Ill.—Lions & East.
Champaign, Ill.—S. M. Barnes; F. L. Churchill, Oat bin, 10 M; B. C. Beach & Co., eltr; C. H. & P. G. Jones, steam eltr, 85 M; Fred P. Rush, eltr;
Chenoa, Ill.—E. D. Churchill & Sons, eltr, 100 M; Haynes & Co., eltr, 50 M; Chopin, Ill.—H. Pesbix, eltr, 20 M;
Chatsworth, Ill.—Middle Division Elevator Co., eltr, 10 M; S. R. Puffer, eltr, 10 M; Meents, Cloake & Smith, eltr, 15 M;
Chesterville, Ill.—Spellman, Orton & Spittley, eltr; B. T. Watson, eltr;
Chestnut, Ill.—C. H. Ruple, eltr; Mt. Pulaski Grain Co., eltr;
Chillicothe, Ill.—Hoyt & Hart, eltr, 30 M;
Cisco, Ill.—Crocker Elevator Co., eltr; F. S. Weillp, eltr;
Clarence, Ill.—M. M. Frederick & Co., eltr, 75 M;
Clarksdale, Ill.—Pratt-Baxter Grain Co., eltr;
Clinton, Ill.—Jordan Bros., eltr; Middle Division Elevator Co., eltr;
Coles, Ill.—Wm. Major, eltr, 2 M; F. Fugate;
Colfax, Ill.—G. S. Sriver, eltr, 50 M; Crescent Grain Co., eltr, 50 M; Middle Division Elevator Co., eltr, 50 M;
Congerville, Ill.—Sharp Bros., eltr;
Cooksville, Ill.—Holmes, Claggett & Co., eltr; Middle Division Elevator Co., eltr; D. E. Middle & Co., eltr;
Cooper, Ill.—Roberts & Moschel, eltr, 25 M;
Cornland, Ill.—Mt. Pulaski Grain Co., eltr;
Covell, Ill.—W. B. Probasco, eltr, 20 M; Crescent Grain Co., eltr, 20 M;
Crandall, Ill.—Tucker Dodds & Co., eltr;
Crescent City, Ill.—McDermott & Mickle, eltr, 30 M; Harlan Bros, eltr, 35 M;
Cropsey, Ill.—Hayward Bros, eltr; Middle Division Elevator Co., eltr;
Cruger, Ill.—Roberts & Clark, eltr;
Roberts & Moschel, eltr, 15 M;
Dahinda, Ill.—C. C. Davis & Co., eltr;
Danvers, Ill.—Andrew Drohen, eltr; L. Johnson, eltr;
Danforth, Ill.—Kohl & Eden, eltr; J. C. Koehn, eltr;
Deercreek, Ill.—W. A. Marshall, eltr, 10 M; F. E. Sharp, eltr, 20 M; Roberts & Moschel, eltr, 25 M;
Deers, Ill.—Van Vleck & Wells, eltr;
Delana, Ill.—E. W. Clark, eltr, 13 M;
Deland, Ill.—H. G. Porter, eltr, 20 M;
McBride & Dillavon, eltr, 12 M;
Delavan, Ill.—Orendorff & Culbertson, eltr; E. M. Wayne, eltr;
Delvey, Ill.—H. R. Danforth; J. J. Morris;
Dewey, Ill.—A. Sperling, eltr, 20 M; Sale & Ward, eltr, 30 M;
Dewitt, Ill.—J. K. Zorger, Dump;
Dickerson, Ill.—Geo. A. DeLong, eltr; Dillsburg, Ill.—Coon Bros, eltr, 15 M;
Robt. Wood, eltr, 15 M;
Dimmick, Ill.—Jas. F. Kilduff, eltr;
Donovan, Ill.—L. T. Hutchins & Co., eltr;
Downs, Ill.—Carlisle & Dooley, eltr, 25 M; Crescent Grain Elevator Co., eltr, 25 M;
Drake, Ill.—J. Schultz, eltr;
Dudley, Ill.—Augustus Rudy & Co., eltr; D. D. Baker, Dump; Arthur Great-house, eltr;
Duncan, Ill.—Scott & Graces, eltr;
Dunkel, Ill.—John Erisman, eltr, 7 M;
Dwight, Ill.—Hahn & Siemantel, eltr; Pope & Eckhardt Co., eltr;
Eastburn, Ill.—A. M. Eastburn, eltr;
Edelstein, Ill.—C. J. Spears, eltr;

Edgar, Ill.—A. L. Stanfield, eltr, 8 M;
Edinburg, Ill.—O. M. Best, eltr;
Brownback & Wacker, eltr;
Effner, Ill.—McCray & Morrison, eltr;
Elmwood, Ill.—J. E. Wiley, eltr; T. C. Radbone, eltr;
Elpaso, Ill.—Shearer Bros, eltr, 20 M;
F. S. Larison, eltr, 15 M;
Elwin, Ill.—G. S. Connard & Co., eltr, 30 M, four dumps, Crib Room 30 M, in addition to eltr;
Emden, Ill.—John Wiemer, eltr; J. R. Aston & Co., eltr; Smith, Hippen & Co., eltr;
Emery, Ill.—Crocker Elevator Co., eltr;
Essex, Ill.—J. E. Pool, eltr, 10 M;
Eureka, Ill.—J. M. Murray & Co., eltr, Gasoline Engine;
Fairbanks, Ill.—F. M. Powell, eltr & cribs, 5 M; C. A. Davis, Dump & cribs, 20 M;
Fairbury, Ill.—S. M. Barnes, eltr, 50 M; F. L. Churchill, eltr, 60 M;
Fairmount, Ill.—O. Benson, eltr, 15 M; James Current, eltr, 30 M;
Farmer City, Ill.—Carrington, Hannah & Co., eltr; Mt. Chamberlain, eltr;
Ficklin, Ill.—H. Batch & Son, eltr;
Fidelity, Ill.—S. D. Moore, eltr;
Filson, Ill.—A. D. Kaga & Co.
Flanagan, Ill.—John Shurry, eltr, 50 M, granary, 20 M; Middle Division Elevator Co., eltr, 50 M. Oat Houses, 100 M;
Foosland, Ill.—Geo. A. De Long, eltr;
Noble Bros, eltr; Walker Bouware & Co., eltr;
Forrest, Ill.—Francis & Allen, eltr, 10 M; H. Wendle, eltr, 15 M;
Forreston, Ill.—A. B. Puterbaugh & Co., eltr;
Forsyth, Ill.—J. R. Good, eltr;
Fox, Ill.—Armstrong & Co., eltr, 5 M;
Franklin, Ill.—W. C. Calhoun, Portable sheller, has cribs & dumps; F. Lukeman, Portable sheller, has cribs & dumps;
Freeport, Ill.—C. S. Hill & Son, eltr;
Galesville, Ill.—I. H. French & Co., eltr, 6 M; Hays Bros., eltr, 30 M;
Galton, Ill.—J. P. Woolford;
Galva, Ill.—G. W. Barnett, eltr, 30 M;
F. H. Kelley, eltr, 25 M; O. P. Stoddard & Co., eltr, 100 M;
Garbor, Ill.—Keiser & Holmes Elevator Co., eltr, gas engines; N. Eggles-ton, eltr, H. P.;
Gardner, Ill.—H. E. Snyder, eltr, 50 M; Fuller & Spiller, eltr, 40 M;
Garfield, Ill.—Swift & Winter, eltr;
McManara Bros., eltr;
Garrett, Ill.—Laughlin & Muns, eltr; C. D. Green, eltr;
Gays, Ill.—E. & I. Jennings; A. W. Treat;
Gibson City, Ill.—Keiser & Holmes Elev. Co., eltr, steam power; Rogers Grain Co., eltr, gas engine; N. Eggles-ton, eltr; H. P.;
Gifford, Ill.—John Wood & Co., eltr, 10 M; Carrington, Hannah & Co., eltr, 40 M;
Gillum, Ill.—W. S. Sturgeon, eltr, 22 M;
Goodfield, Ill.—Roberts & Moschel, eltr, 15 M, gasoline engine.
Gordon, Ill.—H. G. Epp, eltr;
Green Valley, Ill.—Smith, Hippen & Co., eltr; Turner Hudnut & Co., eltr;
Greenville, Ill.—D. H. Curry & Co.; E. Beggs;
Gridley, Ill.—W. D. Castle & Co., eltr, 20 M; Gilmore & Frank, eltr, 25 M; I. G. Holdrige, eltr, 20 M;
Griffin, Ill.—W. H. Kierman, eltr, 15 M;
Groveland, Ill.—Roberts & Moschel, eltr, 12 M;

Guthrie, Ill.—C. G. Brotherton, eltr, gas engine;
 Hammond, Ill.—T. J. Kizer;
 Harper, Ill.—Ed. Burke, eltr;
 Harvel, Ill.—W. W. Adams & Co., eltr, F. J. Zimmerman, eltr;
 Harvey City, Macon Co., Ill.—J. A. Roney, Dump & cribs; B. S. Tyler & Co., Dumps & cribs;
 Hastings, Ill.—Sidell Grain & Elevator Co., eltr; Kreis & Armstrong, eltr;
 Hayes, Ill.—T. M. Richards Co.; F. H. Woods;
 Healey, Ill.—The Middle Division Elevator Co., 5 M;
 Henry, Ill.—Geo. Nicholson & Co., eltr, 35 M;

Heyworth, Ill.—Middle Division Elevator Co., eltr, 60 M; Jordan Bros., eltr, 30 M;

Hindreth, Ill.—R. E. Crummeis, eltr; D. A. Richardson, eltr;

Hindsboro, Ill.—E. Eversole & Co., eltr;

Hopedale, Ill.—B. T. Railsback, eltr; Shultz & Smith, eltr;

Humboldt, Ill.—Moore Bros; Ingram & Ernst;

Adeline, Ill.—Blair & Downey, eltr;

Alexis, Ill.—W. A. Fraser, eltr, 30 M; Alexis Grain Co., eltr, 25 M;

Allentown, Ill.—Russell & Co., eltr, 20 M;

Allenville, Ill.—Farlow & Haskin, eltr, 1,400 bu; J. R. Martin, eltr, 8 M; W. L. Major;

Allerton, Ill.—Harry Allen, eltr; S. W. Allerton, eltr, 25 M; W. R. Herron, Scales and Cribs.

PATENTS GRANTED

Alexander Winton, of Cleveland, O., has been granted letters patent on an explosive engine.

Edgar L. Fixler, of Delta, Ohio, has been granted letters patent on a Grain Separator and Cleaner.

Allen H. Dingman, of De Haven, Pa., has been granted letters patent on a gas engine. Assignor of one-half to James Amm, Buffalo, N. Y.

Summerfield M. Perrin, of Columbia, S. C., has been granted letters patent on a Boling-Press, and assigned three-fourths to William J. Keenan of same place.

Fred Kuser, of New York, N. Y., has been granted letters patent on a grain chute, and assigned one-half to Raymond L. Ward of the same place. This is a continuous closed chute for transmitting grain or like material, and is composed of sections which lie at angles relative to each other. A pocket adapted to catch and hold some of the material is located just beyond the intersection of such continuous angling sections and at the end of the section through which the material first passes. A removable cap is provided for closing or opening the pocket.

Clarence E. Culver, of Cashton, Wis., has been granted letters patent on a grain separating machine. This machine comprises a cylinder mounted to rotate and having pockets formed in its inner face, a hopper provided with a delivery spout, one end of which extends within the cylinder, and a conveyor located in each trough, an inclined shelf extending from a point near the inner face of the cylinder over one of the troughs into the second trough, and provided with a perforated surface where it passes over the first trough, so that the

lower edge of the shelf discharges into the second trough and the fine material passes through the perforators into the first trough.

James B. Schuman, of Columbia City, Ind., has been granted letters patent on an automatic weigher, and assigned it to the Pneumatic Elevator & Weigher Co., Indianapolis, Ind. The weigher consists of a cylinder which is widened into two hoppers. The cylinder works on an axis, the weight of the grain in one hopper shifts the other hopper into position to be filled, and at the same time opens the bottom of the hopper so as to let out the grain.

THE SUPPLY TRADE

The Globe Iron Works Co., of Minneapolis, Minn., report business very good, that they are well booked with orders and are running overtime.

One of the most interesting catalogues we have received is called Fire Proof Grain Elevators and is issued by the Steel Storage & Elevator Construction Co., of Buffalo, N. Y. It gives a brief summing up of the construction of fireproof steel grain elevators, for the handling of all classes of grain by the pneumatic conveying system.

The Weller Mfg. Co., of Chicago has a very complete illustrated catalogue of power transmitting appliances and electric and conveying machinery. Its size is 5x7½ inches, with 190 pages of interesting matter. In the introductory pages the company states that its trade has continued to increase in the most encouraging manner, and that its facilities and line of manufacture have lately been greatly improved so that it is now in a position to offer as large a line as any other manufacturer of kindred goods in the country. A copy can be obtained by addressing the firm at 118 North Ave., Chicago.

One of the most complete little booklets that we have received describing gas and gasoline engines and their construction, has been sent us by the Weber Gas & Gasoline Engine Co. of Kansas City, Mo. This catalogue is full of illustrations showing the different types of engines and the class of work they are intended to do. It also contains a great many kind words from people who have used the engines. One of the features of this catalogue is the describing of the various parts of which the engine is made, giving measurements and sizes, thus giving a prospective buyer clear ideas as to the various details of the engine.

The Skillen & Richards Mfg. Co. has been incorporated at Chicago, and purchased the business of the Thornburgh-Creel Co., as well as the gas engine business of the Burrell Mfg. Co. The new company is composed of T. J. Skillin, president, E. J. Skillin, treasurer and H. W. Richards, secretary. To the majority of our readers these names will sound familiar as they have been identified with the grain elevator machinery trade for the last 15 years. Mr. T. J. Skillin during that time filling the position of salesman, treasurer and vice-president successively with the Webster Mfg. Co., and has a personal acquaintance with the majority of the machinery and grain dealers of the country. Mr. E. J. Skillin, formerly of the firm of Sargent,

Lord & Skillin, Portland, Me., Wholesale Ship Chandlers, is the treasurer of the company. The secretary, Mr. H. W. Richards, has had long experience in the grain machinery line, being with the Webster Mfg. Co. from 1882 to 1895, when he resigned to take charge of the elevator machinery department of the Dodge Mfg. Co., of Mishawaka, Ind., where he continued until Sept. 1st, 1898. The new company will be found at 241-243 S. Jefferson St., Chicago, where it will manufacture a complete line of grain handling machinery, and carry a first class stock of mill and elevator supplies of every description. The long experience of its members, the large facilities for manufacturing and ample capital, place this company at once in the front rank of the trade.

AN ECHO FROM THE OHIO ASSOCIATION'S OUTING.

(Dedicated to the Ohio Grain Dealers' Association by W. A. Rundell & Co.'s Yellow Kid.)

It was the twentieth of June in '98,
 The Ohio Grain Dealers went up the lake;
 They were bound for Star Island, a pleasant resort,

To hold a convention and have plenty of sport.

C. F. Mayer, with a cut glass dish,
 Made as good a chaperone as one could wish;

Ex. Press, McAlister, always in line,
 Was out with the boys to have a good time.

There was Grimes, Wagner, Vlereborne,

and our old friend Park,

All bunched together and out for a lark.

Curtiss, Leist, Lambert, Hunsicker, and Ward,

Had a time of their own with Mitchell,

Didier, Rector and old boy McCord;

While Wolfey, Smith, and McDowell, called "Baby," for short,

Were not to be outdone in holding the fort.

There was Admiral Brewer a-blowin' his horn,

Because his poor voice was tattered and torn.

Hynson, the only, was elected the chief,

And made a good speech, but altogether too brief.

J. H. Parks sprung the best all-around gag,

And backed himself up with the American flag.

While Norton and Loveless, Motz and Seymour,

Laughed and cracked jokes until their sides became sore.

Anderson and Hodge played Harp for a fiddle,

But were there at the finish with Lawson, Johnson and Riddle.

Seeds had his camera, but his Gunning was bad,

And the snap shots he took would drive a man mad;

He tried to take Kissler, Tanner and Rowles,

But instead of so doing, took Bower, Bowen, Silver and Cowles.

The Starr of the thing was the Island, of course,

Altho' Slauson and Clark thought it horse against horse,

For Channel ran by and took Chenoweth in,

And gave him a drenching clear through to his skin;

While Shellhamer and Snider, and Chamberlain still

Are dividing honors with Watters, who posed as Queen Lil.

And Paul C. Wood, the fat boy by name,

Was never outdone, altho' always the same.

It was a pleasure for all of us to meet these good men,

And drink to their health as a friend with a friend.

Then here's to the Grain Men of this grand old state;

Fill them up, drink her down, no matter how late;

And we hope in the future to meet them again,

For we know without asking we'll find them the same.

TEXAS GRAIN DEALERS ORGANIZE.

According to the announcement in the last number of this journal, about forty grain dealers of Texas met at Ft. Worth, Tuesday, Sept. 6, to complete the formal work of organizing a grain dealers' association.

The meeting was called to order at 10 o'clock a. m. by President J. P. Harrison, of Sherman, and Secretary E. H. Chenshaw, of Ft. Worth, read a number of telegrams and letters from different dealers, stating that they were denied the pleasure of being present or unavoidably detained at home, and expressing a desire to become full-fledged members of the association.

The regulation of difference between dealers was discussed at length. Vice-President Eugene Early, of Waco, was of the opinion that the association should be in a position to arbitrate all matters affecting members, and that non-members should be recognized.

As there was some doubt as to what should be excluded from the constitution and by-laws in order to conform to the state and federal laws, the president appointed G. J. Gibbs of Chilton, Eugene Early of Waco, and C. F. Gribble of Sherman, a committee to confer with attorneys relative to the subject and report.

The amount of the initiation fee was discussed and different ones proposed \$50, \$25 and \$10. The last was finally agreed upon.

After the committee reported, the following constitution and by-laws were taken up, discussed and adopted:

CONSTITUTION.

Preamble.—We, the undersigned, being regularly engaged in the buying and selling of grain and recognizing the necessity of an association of the grain dealers of Texas and the Indian Territory, do hereby associate ourselves in an organization, which shall have for its objects the establishment of uniform standards of weights and grades, the regulation of freight rates, protection against unjust and unreasonable claims and reclamations, and in general the advancement and protection of the common interests of the grain dealers of the section designated, and for the furtherance of that purpose we hereby create and establish this constitution:

1. The name of this organization shall be the Texas Grain Dealers' Association.

Government.—Section 1. The government of this association shall be vested in a president, a first vice-president, a second vice-president, a board of directors consisting of seven members, and a secretary and a treasurer. The president, vice-presidents, secretary and treasurer shall be ex-officio members of the board of directors. All officers and directors shall hold office for one year, or until their successors are elected and qualified. The president, vice-presidents, directors, secretary, and treasurer shall be chosen by the members of this association by ballot. The arbitration committee shall consist of five members of this association, to be elected at the annual election and to hold office for one year.

Duty of Officers.—Section 1. It shall be the duty of the president to preside at all meetings of the association and at all meetings of the board of directors, and to sign all orders drawn by the secretary on the treasurer.

Sec. 2. It shall be the duty of the vice-presidents respectively in their order to perform the duties of the president in case of the absence or disability of the latter, and in case of the absence of the president and both vice-presidents the members shall choose some member to act during the meeting.

Sec. 3. It shall be the duty of the secretary to record and preserve all minutes of meetings of this association, conduct all correspondence and issue all notices of meetings to members. He shall make a full report of the work of the association at each annual meeting, keep members informed of what is being done between all

meetings, and perform any other duties required of him by the board of directors. He shall collect all membership fees due this association from members and turn over all moneys to the treasurer of this association.

Sec. 4. It shall be the duty of the treasurer to receive from the secretary all funds belonging to the association and disburse the same upon the order of the secretary, duly approved by the president, and to make a report of all receipts and disbursements to the association at its annual meetings.

Duties and Powers of the Board of Directors.—Section 1. It shall be the duty of the board of directors to look after the interests of the association between meetings, to follow the general policy outlined by the members at the annual meetings, transact the necessary business of the association, make an annual examination of the books of the secretary and the treasurer, and have all other powers delegated to them by this constitution and by-laws.

Of the Annual Election.—Section 1. The annual election for officers and directors of this association shall be held on the second Tuesday in June each year.



President J. P. Harrison, Sherman, Tex.

Of Memberships.—Section 1. Any person, firm or corporation continuously engaged in the buying and selling of grain may be admitted to membership in the association upon approval by a majority of the board of directors, payment of a membership fee of \$10, and signing an agreement to abide by and comply with the constitution and by-laws, rules and regulations of this association and all amendments thereto, and all orders and resolutions of the board of directors or arbitration committee.

Meetings.—Sec. 1. This association shall hold a meeting on the second Tuesday in June of each year for the election of officers and board of directors and arbitration committee, and for receiving the reports of the secretary and treasurer or any other reports that may be submitted to the association, and for the consideration of any other business that may be brought before the meeting. It shall hold such other meetings as may be provided for by rule or by the resolution of the board of directors or such as may be called by the president or upon application of five members to the president and for such purposes as may be specified by such rule, resolution or call.

Discipline.—Sec. 1. Every person, firm or corporation admitted to the privileges of this association shall promptly and faithfully comply with and fulfill all business obligations into which he or it may enter, either with other members of the association or with non-members, and shall equitably and satisfactorily adjust and settle the same. He shall also submit all disputes of a financial, mercantile or commercial character connected with or arising from any matter referred to in this constitution and by-laws, whether with members of this association or non-mem-

bers, when such non-members assent thereto, to the arbitration of this association, and promptly and faithfully perform the awards therefor; and he shall faithfully observe and obey all the rules and regulations of this association.

Sec. 2. That in disputes arising between members of the association and non-members it shall be the duty of the committee on arbitration to investigate promptly the matters at issue between the parties and to adopt such means as may seem advisable for the promotion of justice and fair dealing between the members of the association and such non-members.

Sec. 3. Any member of this association who shall be found guilty of any violation of the provisions of this constitution, by-laws or the rules and regulations of this association shall be censured, fined, suspended, or expelled, at the discretion of the board of directors, after a full and fair hearing of all the facts presented in the case.

Arbitration.—Sec. 1. It shall be the duty of the committee of arbitration to hear and determine all disputes of a financial, mercantile or commercial character connected with or arising from any matter referred to in this constitution, by-laws, or the rules and regulations of this association, arising between members of same or between any of them and others, when brought before it, and render a just and equitable award thereon, according to the evidence, and to the best ability the members thereof not being responsible for the errors of judgment in any respect whatever, nor for any damage done nor any loss suffering by reason of their acts.

Sec. 2. All disputes, differences or disagreements of a financial, mercantile or commercial character among members of this association of between members and non-members, when such other assent thereto, must and are hereby agreed to be submitted to the committee of arbitration for adjustment.

Sec. 3. Any such member or other person desiring to submit a matter in controversy to the committee of arbitration shall file with the secretary his complaint, stating therein the causes of action and the demands claimed. In case the complainant is a non-member he shall also sign an agreement to abide by and comply with all the terms and provisions of this constitution and all orders and resolutions of the board of directors or of the arbitration committee, concerning the arbitration of such demand and of any counter demand which the defendant may present. A copy of such complaint shall be served by the secretary on the opposite party, and if the party complained against shall fail to make answer in plain writing to such complaint within ten business days after service of copy thereof as aforesaid, or if he shall refuse to sign the agreement to be prescribed, he shall be deemed to have refused and to have incurred the penalties of refusal to join in submission to arbitration. Within ten days named all parties to the arbitration shall appear before the arbitration committee, either in person, attorney, or by forwarding to the secretary such documents and written statements as they may deem necessary for the intelligent consideration of their demand or defense by the arbitration committee.

Sec. 4. Service of the copy of complaint referred to above by the secretary shall consist of his mailing same to party or parties interested at his or their last address by registered letter.

Sec. 5. Neither party shall postpone the trial of a case longer than ten days after it has been submitted, unless good cause can be shown therefor, satisfactory to the committee. Trifling and unimportant matters shall not be entertained by the arbitration committee.

Sec. 6. All evidence before the committee shall be taken under oath or affirmation and shall be duly recorded. In all such adjudications the committee shall construe all by-laws, rules and regulations of this association as being designed to secure justice and equity in trade and all awards and findings shall be made in conformity therewith.

Sec. 7. Before entering upon the hearing of any case the members of the committee of arbitration shall be required to take and subscribe to the following oath or affirmation, viz.:

"We do solemnly swear (or affirm) that we respectively will faithfully and fairly hear and examine all matters in controversy now to be submitted to us, and that

we will make a just and equitable award or finding upon the same, in conformity with the by-laws, rules and regulations of this association, and according to the evidence to the best of our understanding; so help us God."

Sec. 8. The committee of arbitration shall have power to issue citation to witnesses.

Sec. 9. The committee of arbitration shall render the findings or awards in writing, through the secretary, within two days after its decisions shall have been made. Such awards or findings shall be signed by the persons to whom submitted, and shall be certified by the secretary. The official record and decisions of the arbitration committee and all other records of the association may be inspected by any member of this association upon application to the secretary.

Sec. 10. When from absence or disqualification of regular members the committee of arbitration or a quorum thereof cannot be found, the president shall be allowed to fill vacancies with any member or members of this association willing to serve, which shall be communicated to the secretary in writing, signed by all the parties in controversy. A majority award or finding of any such committee shall be binding and any award or finding or committees thus formed shall be made under the same rules and shall have the same effect as if made by the regular arbitration committee.

Amendments—Section 1. The foregoing provisions may be altered or amended at any regular meeting of this association, or at any special meeting called for that purpose, by a two-thirds majority vote of those present.

BY-LAWS.

Article 1—Section 1. The meetings of this association shall be held at such places as the board of directors shall designate.

Sec. 2. A quorum shall consist of ten members of the association present.

Sec. 3. The board of directors shall meet at such time and place as it may decide upon.

Sec. 4. The arbitration committee shall meet at such place as it may decide upon. Three members present shall constitute a quorum.

Sec. 5. The secretary shall receive such compensation for his services as the board of directors may deem sufficient.

Sec. 6. The treasurer shall give bond in such sum as the board of directors may require.

Sec. 7. The association shall pay all proper expenses of maintaining an office for the secretary and treasurer and all traveling expenses incurred by them in their regular work for the association.

Article 2—Section 1. The dues of this association shall be \$1 per month, payable in advance.

Sec. 2. Notice that dues are payable shall be sent each member by the secretary, and if remittance to cover same is not made to the treasurer within thirty days after notice has been sent, the treasurer shall make sight draft to cover. If payment is refused, the delinquent may be suspended by the board of directors.

Article 3—Section 1. There shall be a committee on freight rates and transportation, composed of three members, appointed by the president at each annual meeting, to serve for one year, the president himself being an ex-officio member.

Sec. 2. It shall be the duty of this committee to control and conduct exclusively all business of this association pertaining to freight rates, overcharges, demurrage, furnishing of cars, procuring of transportation for officers or members of committees of this association, and all other matters incident to the relations of this association or any of its members with the transportation committee.

Sec. 3. The secretary of this association shall be ex-officio secretary of said committee, and it shall be his duty to refer to it all matters belonging to its province and to carry out its instructions in regard to same.

Sec. 4. This association shall pay the traveling expenses and hotel expenses of all officers, directors and members of standing committees when called to special meetings or to attend to business of the association.

It was decided not to incorporate the association.

Every member was requested to print a statement on his letterheads an-

nouncing his membership in the Texas Grain Dealers' Association.

J. T. Stark of Plano, and H. B. Dorsey of Weatherford, were appointed a committee on finance. The Board of Directors and the committee on arbitration were elected and the committee on transportation was appointed by the president.

R. W. Flourney of Ft. Worth, was selected as the association's attorney.

Judge L. J. Storey, a member of the State Railroad Commission, was invited to address the convention. He declared the association was organized along the right lines and he thought it would result in much good to the members of the trade.

President Harrison thanked Commissioner Storey for the 12½-cent corn rate to Galveston, and said that he hoped the commission would see its way clear to reduce the rate to 10 cents, as it would be necessary to export much corn this



Vice-President Eugene Early, Waco, Tex.

year on account of the heavy yield and acreage.

Commissioner Storey advised the association to prepare facts and come before the commission and that a patient hearing would be granted and the matter passed on in a fair manner to all concerned.

Sloan, Iowa, wants a new elevator this fall.

Geo. A. Lambert will build a \$25,000 elevator at Anderson, Ind., along the Pan Handle.

Lincoln K. Passmore, of I. M. Parr & Son, Ltd., grain exporters, Philadelphia, has recently returned from Europe.

E. M. Parsons has purchased the boot and shoe factory building at Carroll, Iowa, and will convert it into an elevator and storage room for grain. It will be used principally for oats, as his old elevator does not have sufficient capacity for the business he is transacting.

The Barnard & Leas Mfg. Co. report the following sales in Iowa: St. Paul & Kansas City Grain Co., at Charter Oak, a No. 1 Victor Corn Sheller and a No. 1 Cornwall Corn Cleaner. J. & G. Schmidt, Holstein, a No. 33 Barnard Special Grain Separator.

SUITS AND DECISIONS

In a suit between M. Wall, of Columbia county, O., v. Joseph McGregor, to recover from defendant \$500 worth of grain which he had bought from John R. Zentz, the jury rendered the verdict in favor of the defendant. Wall attached the growing grain on the McGregor farm, which is farmed by Zentz. McGregor set up a prior lien claiming he had bought the grain five weeks before the Wall execution was issued.

In the suit of Strangeway v. Eisman, Sup. Ct. Minn., 71 N. W. Rep. 617, the court held that a contract for the cultivation of a farm on shares, providing for an equal division of the crops raised, that until such division the title and possession of all crops shall remain in the owner of the land, creates a tenancy in common in the crops with the right of possession of the crops in the owner of the land as security for the performance of the terms of the contract by the occupier.

In the suit of the Ames-Brooks Co., of Duluth, Minn., v. the Fidelity Deposit Co., of Maryland, to recover from the defendant on a bond furnished by it to ensure faithful acts on the part of Geo. Fulton, of Bartlett, N. D., who acted as agent for the plaintiffs in buying wheat in Dakota. The referee in his findings and his memoranda states that he cannot find that any loss sustained on the part of the plaintiff in connection with Fulton's buying wheat was due to dishonesty, and he holds that if the loss was caused by poor trading, the defendant cannot be held liable for the amount of the bond furnished.

Suit in the U. S. circuit court has been brought by the National Bank of Commerce of Kansas City, Mo., against S. W. Slayden & Co., a banking firm of Waco, Tex., asking for a judgment against the defendants for \$5,374.13. The plaintiffs claim that last year Davidson & Co., corn and corn chop dealers of Kansas City, sold Guinan, Lastinger & Co., of Waco, corn and corn chops aggregating in price \$5,374.13 and that Davidson & Co. made a draft on Guinan, Lastinger & Co. through the National Bank of Commerce, attaching the bills of lading to the draft. That the National Bank of Commerce paid the draft and forwarded it, with the bills of lading attached, to S. W. Slayden & Co. for collection; that S. W. Slayden & Co. delivered the bills of lading to Guinan, Lastinger & Co. without collecting the money. The National Bank of Commerce seeks to collect the amount from S. W. Slayden & Co., alleging that the transfer was unauthorized and that Guinan, Lastinger & Co. were placed in possession of the corn and corn chops without paying for same, as was required under the terms of the transaction. S. W. Slayden & Co. have filed an answer to the effect that the corn and corn chops were in bad condition and that the surrender of the bills of lading was according to agreement in order that the corn and corn chops might be sold for the benefit of the bank in Kansas City.

A. J. Hitt, general superintendent of the Rock Island system, has been making a tour of Iowa, with a view of making improvements in the road's facilities for handling grain.

WHAT THEY SAY.

R. M. Adams, Merchants Exchange, St. Louis, Mo.: "I appreciate your Journal as a good institution in the interest of the grain trade, and will gladly do what I can to push it along."

E. J. Smiley, Concordia, Kan., Secretary Kansas Grain Dealers' Association: "I have received copies of three different numbers of the Grain Dealers Journal and must congratulate you on the different issues."

The first number presents a good appearance and should certainly meet with favor from the grain-men of the country. Its editor is Charles S. Clark, who has had experience in trade journalism, and who will doubtless make a success of his present undertaking.—Northwestern Miller, Minneapolis.

E. A. Abbott, Charter Oak, Iowa, Secretary Regular Grain Dealers Association of Western Iowa: "The Grain Dealers Journal for August 10th is very interesting. Its motto on the title page is to the point. Many shippers are already giving preference in selling to those who manifest some regard for the interests of the regular grain dealers."

Steel Storage & Elevator Construction Co., Buffalo, N. Y., writes: "We enclose herewith \$1.00, for which please send us Grain Dealers Journal for one year, and we would like for you to send us No. 1, so we will have a complete file of same, having received No. 2 for a sample. We wish this new enterprise much success."

M. McFarlin, of the McFarlin Grain Company, Des Moines, Ia., writes: We have your second issue of the Grain Dealers Journal and wish to say that it is a very interesting and creditable publication, and if you keep up the pace that your first two numbers start in with you will, I predict, make a fine success of it, and I hope you will.

A new commercial publication which is destined to be of great benefit to the regular grain trade is the Grain Dealers Journal, edited by Charles S. Clark, formerly of this city. We have the first number before us and if its successors are equally bright, newsy and interesting, it will take its place in the front rank of class publications at once. It is for the regular trade and against gamblers. Every straight dealer should have it.—Wilton Review, Wilton, Ia.

Spot Cash Pen Co., A. W. Swigert, Mgr., Chicago: "It may interest you to know that we are highly pleased with the results of our little advertisement in your journal. We have received 141 answers ordering sample dozens of our celebrated pens, and knowing as we do that if once tried they are always used, you can readily appreciate the future benefits we are to receive. We can only remark after having tried many of the trade journals, that your paper as an advertising medium is a wonder."

Jas. P. McAlister & Co., Columbus, Ohio: "We are in receipt of Vol. 1, No. 1 of your new Journal. We are very much pleased with its appearance. It is a well printed, neat volume. The matter it contains seems to have been well selected and for the first number we must congratulate you. There seems to be an opening for a journal devoted exclusively to the grain shippers' interests. Your first number is a strong indication that you will be able to fill that want, and you have our best wishes for your success."

NEW YORK.

J. R. Smith's Sons have gone into the grain business at East Rush, N. Y.

Watkins & Anderson, grain dealers, will represent Armour & Co., at Buffalo, N. Y.

A fixed rate of 50 cents per \$100 has been agreed upon for the insurance of grain in the Brooklyn Wharf & Warehouse, at Brooklyn, N. Y.

A. G. Eshelman's elevator, at Clarence Center, N. Y., was entirely destroyed by fire recently. The fire was caused by the sparks from an engine.

NEW ENGLAND.

Brown & Titus have bought Freeman & Merrill's grain business at Manchester, N. H.

The Barber Milling Co. has just completed two large warehouses, with a capacity of 125,000 bushels, at Taunton, Mass.

The grain house of P. J. Kingsley & Son, at Plainfield, Mass., was recently destroyed by fire. The origin of the fire is not known.

Edward P. Merrill, of Portland, Me., writes: The Grand Trunk Ry. Co. has completed its trans-Atlantic steamship arrangements from Portland for the coming winter season; contracts have already been entered into with the Allen line for a fortnightly service to Glasgow, the Thomson line for a weekly service to London, the Hamburg-American line for a monthly service to Antwerp, and the Elder Dempster line for a fortnightly service to Bristol. The contract for the service between Portland and Liverpool has not as yet been formally signed by the new steamship company, but it has been arranged that there shall be two sailings a week by the vessels of the new company and the Allan line. This arrangement will give the Grand Trunk road a larger share of the western grain carrying trade, because it provides a satisfactory outlet for large shipments of grain.

INDIANA.

J. T. Boner is now engaged in the grain business at Walcott, Ind.

Kenner & Son are handling grain with scoop-shovels at Huntington, Ind.

The Liberty Gas Co., Liberty, Ind., purchased from the Barnard & Leas Mfg. Co. a No. 34 Special Grain Separator.

O. W. Crabbs, who recently entered into a contract to buy the elevator of Baum & White, at Linden, Ind., has thrown up the deal.

The Bremen Grain Co., a new company, recently organized at Bremen, Ind., has taken charge of the elevator at that place and is buying grain.

The elevator at Troy, Ind., was recently damaged to the extent of about \$300 by a heavy wind storm, which blew down the corn cob conveyor and the trestle-work supporting it.

The Indiana Dock & Transportation Co. has been organized at Michigan City, Ind., with John C. Van Atta, of Brookston as manager, and options have been secured on all the desirable dock property near the mouth of the harbor, on which elevators will be erected. A \$100,000 will be spent in improvements. It is reported that the Lehigh Valley Ry. Co. will send its largest steamers to carry grain to eastern markets and that traffic agreements have already been entered into which will divert grain to that port.

MICHIGAN.

Send us grain trade news items of your district.

A new grain elevator is being built at Bronson, Mich.

A. Kent & Co. are building an elevator at Bay City, Mich.

Miles Archer has purchased the Yarger Bros. elevator at Hastings, Mich.

A new, small elevator is being built near the Grand Trunk depot at Battle Creek, Mich.

G. Russell Parker, of Grand Blanc, Mich., is fitting up his elevator and getting ready to buy grain.

We are advised that the Michigan corn crop is at present below the average, both as to quality and quantity.

The Rockafollow Grain Co., of Carson City, Mich., has purchased a No. 2. Little Victor Corn Sheller and Cleaner from the Barnard & Leas Mfg. Co.

It is reported that some parties at Grand Ledge, Mich., will organize a stock company, purchase the old Monitor flour mill and convert it into a grain elevator.

OHIO.

R. Turner & Son, Avery, O., have recently installed their second Dickey overblast.

Readers will confer a favor by sending us the grain trade news items of their districts.

C. A. Lyndon, of Elyria, O., has raised his elevator several feet higher, put in a gas engine and a new feed grinder.

A new elevator is being built at Atlanta, O., to take the place of the one recently burned. The building will be 24x30 feet and 48 feet high, with grain cribs on the side.

Some very smart wheat shippers to this market put into the cars first a few inches of smutty wheat and cover it with four or five hundred bushels of good sweet wheat. This little game is a failure. Our inspectors detect it, and under their instructions the entire contents of the cars is graded smutty. It is a losing business and is one more proof of the truth maxim that "honesty is the best policy."—Toledo Daily Market Report.

A good story is told of F. F. Collins, of the National Hay Association, which will be enjoyed by his friends in the trade. It seems that years ago H. L. Early, now of Early & Daniel, was engaged in shipping hay from Lawrenceburg, Ind. He sent a number of shipments to Mr. Collins at Cincinnati and frequently had occasion to write him regarding the different grades of hay. Mr. Collins had a good knowledge of hay, but was somewhat puzzled when Mr. Early wrote him an enthusiastic letter telling of the superior quality of his mow hay. Mr. Collins was determined to learn by close observation the essential characteristics of this new grade of hay. When Mr. Early visited the Cincinnati market a few months later Mr. Collins was still in ignorance of the markings of the new grade and confidentially admitted to his shipper that although he thought he had a thorough knowledge of the different grades of hay and could readily tell them apart, he had not yet been able to learn the characteristics of the grade Mr. Early called mow hay. This, of course, was in the days before the National Hay Association, and long before uniform grades were thought of.

WISCONSIN.

Henry Grantman has purchased the J. Reitz elevator at Eden, Wis.

Michael Wertz will build a grain elevator at Potter, Wis., this fall.

W. J. Davis, Eau Claire, Wis., has put in a Dickey Mfg. Co.'s cleaner.

Henry Miller, Stoughton, Wis., is putting in the Dickey Mfg. Co.'s cleaners.

W. W. Cargill & Co.'s elevator at Janesville, Wis., has been opened for the fall buying season.

T. M. Waddick has closed his grain commission and brokerage business at Chippewa Falls, Wis.

After undergoing repairs, the Cargill elevator at Gren Bay, Wis., was opened for business Aug. 31st.

Koehler & Vedder, Brandon, Wis., have added a larger cleaner of the A. P. Dickey Mfg. Co.'s make.

Southern Wisconsin has raised the largest crop of oats and wheat this year that it has had for 20 years.

George Ruhland, of Baraboo, Wis., is building a one-story brick building to be used for the storing of grain.

The Barnard & Leas Mfg. Co., has sold 2 No. 68 Oat Clippers to Armour & Co., for Milwaukee Elevator B, at Milwaukee, Wis.

The power for operating the W. Seyk Co.'s new elevator at Kewaunee, Wis., will be furnished by an eight-horse power gasoline engine.

Wisconsin grain men are expecting a big business this fall, and the elevator companies look forward to the handling of the largest amount of grain in their history.

The large elevator at Prairie Du Chien, Wis., on the C. & M. & St. P. Ry. tracks has been thoroughly overhauled, and is now ready to receive its share of this year's crop.

Elevator "R," at Superior, Wis., is being improved by the addition of a new engine twice as large as the old one. This will enable the elevator to handle and clean twice the amount of wheat it used to.

A new grain firm has been organized at Kewaunee, Wis., under the name of the Kewaunee Grain Co., with Geo. A. Duvall and J. E. Hall as co-partners. They will do a general grain and produce business and operate the Jos. Duvall elevator.

B. M. Culver, of the Culver-Harper Grain Co., Superior, Wis., has recently returned from a trip to the Dakotas. He reports that the people in that section of the country are in favor of shipping their wheat to Superior and the head of the lakes.

W. H. Burwell, Merrittville, Wis., has just put in his new elevator a 30-horse power Engine and Boiler, a 30-inch Kaestner Feed Mill, a Western Corn Sheller, elevators and power transmitting machinery, all of which were furnished by the Chas. Kaestner Co.

Secretary Langson, of the Chamber of Commerce, reports the total receipts of grain at Milwaukee for the crop year ending Sept. 1st, were 41,217,284 bushels, as follows: Wheat, 9,425,409; corn, 3,342,650; oats, 11,612,000; barley, 10,984,545; rye, 1,753,220. This shows an increase over the receipts of the preceding crop year of 6,440,876 bushels.

A new railroad, known as the Fosston line, has been opened from the Dakota wheat fields to the Head of the Lakes. This road opens new territory, which will eventually necessitate the building of elevators along the line for the accommodation of grain. Already heavy side tracks have been put in all along

the route, and it is therefore evident that the Eastern Minnesota officials have prepared for a heavy freight traffic.

ILLINOIS.

John Butzer will erect an elevator at Hillsdale, Ill.

W. E. Wilson has sold his interest in the grain business at Dewitt, Ill.

Mr. J. Green has purchased the Wycoff elevator at Arrowsmith, Ill.

Postlewait & Moore are erecting a 30,000-bushel elevator at Jamaica, Ill.

Mr. Hickey, of Dana, Ill., has leased the farmer's elevator at Cameron, Ill.

Grant Sloan, of Pekin, Ill., is building a new elevator at Chanderville, Ill.

A new elevator will be built this fall at Baileyville, Ill. Ground has been broken.

It is reported that John Wolven will go into the grain business at Pecatonica, Ill.

A. B. Puterbaugh, Forreston, Ill., has equipped his elevator with a Dickey Mfg. Co.'s cleaner.

The Middle Division Elevator Company has put in a new 30-horse power boiler in its elevator at Wapella, Ill.

C. H. Rumley has bought the North Elevator at Buckley, Ill., and will conduct the grain business at that point.

Rosenbaum Bros. will build a large elevator on the C. & E. I. tracks between 85 and 87 streets, at Chicago, Ill.

Bids for a new elevator were opened at Virginia, Ill., recently, and Ed. Trowbridge received the contract for building it.

Munday, Settlemire & Co. have leased the elevator at Enterprise, Ill., and H. B. Rothwiler will handle the business for them.

Nixon & Co., of Goodfield, Ill., have sold out to Roberts & Moschel, of Morton, Ill. Mr. Schunk will take charge of the elevator.

Sale & Ward's elevator at Dewey, Ill., is nearly completed. It has a capacity of 63,000 bushels, and is one of the finest elevators on the line.

Smith & Fryer have bought John Cunningham's elevator at Harness Station, in Prairie Creek township, Ill., on the line of the new railroad.

Quigg & Tanner will soon build an elevator on the Vandalia line at Atlanta, Ill. A new switch has been put in for their accommodation.

William M. Brownlee, of 839 West 61st St., a weighmaster for the Chicago Board of Trade, has been missing from his home since Aug. 27th.

J. A. Barton, formerly foreman of the elevator at Wilton, Iowa, is now superintendent of the power-house of the Rock Island (Ill.) Electric Light Co.

The Peavey Elevator Company will erect a 1,000,000 bushel annex at South Chicago. The work will be completed before navigation opens next spring.

Cowen Bros., who were formerly in the lumber business at Crescent City, Ill., have purchased the elevator from Meents, Smith & Cloke, at Chatsworth, Ill.

Work has been commenced on the new elevator at Long View, Ill., and the business men are very much elated, as they have been losing much trade by the delay.

The Illinois Central Grain Elevator at Tolono, Ill., was struck by lightning on the afternoon of Sept. 4th, and was burned to the ground. It contained about 35,800 bushels of grain, all of

which was consumed. The loss is estimated at \$30,000, but was well insured. The elevator was leased by Carrington, Hannah & Co., of Chicago, and was managed by W. H. Morgan.

An Illinois dealer writes us: "Paul Sours sometimes buys oats at Montgomery Station and ships them, but not in the regular way. He is what we call a scoop-shovel dealer. He has no elevator."

Kent & Wooddell, have closed a contract with Haynes & Co. to build a mammoth elevator at Ocoya, Ill., four miles north of Chenoa, on the C. & A. It will be a modern structure in every particular.

The Savanna elevator, at Savanna, Ill., is doing a very large business. Some thirty-six elevators along the different lines of railroad ship grain to Savanna for cleaning, shipping and transshipment.

The Armour Elevator Company has been granted a permit to erect an elevator at Morgan St. and Chicago River, Chicago, Ill. The estimated cost is \$250,000. It will be 362 ft. long, 101 feet wide and 109 ft. high.

William L. and Arthur S. Dumont, prominent grain dealers at Decatur, have filed a voluntary petition in bankruptcy in the United States District Court. They acknowledge liabilities of \$71,000, with no assets.

The John Walters Company, of Parnell, Ill., has been incorporated, with a capital stock of \$2,500. It will deal in grain, hay and coal. The incorporators are Henry J. Harms, Adam Harver, Albert J. Harms, Willis Smith and John W. Smith.

The Barnard & Leas Mfg. Co. report the following sales in Illinois: A. J. Smith, Bolivia, Ill., 1 Little Victor Corn Cleaner; R. Ridge, a No. 2 Little Victor Corn Sheller and Cleaner; Liebster & Harrison, Mukewtown, a No. 1 Little Victor Corn Sheller and Cleaner.

Kendall & Cline, who for several years have conducted an extensive grain business at Edelstein, Ill., have made a voluntary assignment, and R. L. Houghton has been appointed trustee. Liabilities \$12,610; assets \$9,840. They expect to pay their creditors ninety cents on the dollar. It is said to be one of the most honorable failures coming to notice of the courts for some time, and is regretted by a large circle of friends. Mr. Cline is an old and highly respected citizen of Edelstein and the people of that vicinity have all faith in his honesty and integrity and will do what they can to assist him in starting in business again.

To accommodate a large and growing business, Ware & Leland, commission merchants of Chicago, have been compelled to add several rooms to their suite of rooms in the Gaff building. This firm has just put in private wires to principal cities and has representatives on the principal exchanges of the country. On the Chicago board of trade they have eight representatives. Their New York office is located at 11 New Street. Dwight O. Clapp is general manager of the office, and Edward G. Heeman is in charge of the receiving department. They have also recently started a foreign department, which is in the hands of capable operators.

The Newton Milling & Elevator Co., of Newton, Kans., has completed its new elevator.

IOWA.

Will Fais will erect an elevator at Eddyville, Iowa.

A large elevator will be built at Cop-pock, Iowa. Lon Hays will build it.

E. H. Smith Co., Salix, Ia., has placed a Dickey Mfg. Co.'s Overblast in its elevator.

E. H. Vankirk & Co., Swaledale, Ia., are putting in a Dickey Mfg. Co.'s cleaner.

Ed Daniels, of Marcus, Iowa, is building a large modern elevator at Sulphur Springs, Iowa.

Mr. Vanderberg has accepted a position with the Thompson Elevator Co., at Remsen, Ia.

Kennedy & Coulson, Washta, Ia., have adopted the Dickey Overblast for general cleaning.

Rasmusson Bros., at Milford, Ia., have purchased a Dickey Mfg. Co.'s Overblast for their elevator.

T. J. Knott & Son, Carbon, Ia., have lately placed a Dickey cleaner in their elevator at Corning.

Livermore Bros., Swea City, Ia., have equipped their elevator with a Dickey Overblast separator.

Improvements have been made on Scott's elevator at Eagle Grove, Iowa, costing about \$1,000.

Cassady & Whiting, Whiting, Ia., have added an A. P. Dickey Mfg. Co.'s Overblast to their equipment.

F. W. Barron is installing an A. P. Dickey Mfg. Co.'s Overblast separator in his elevator at Spirit Lake, Ia.

A. Humeston, of Humeston, Iowa, will succeed to the grain business of D. D. Humeston, who died Sept. 1st.

Smith Bros., Eagle Grove, Ia., have recently put in a Dickey Overblast separator for their grain and flax.

Dan Unsicker has his new grain elevator along the Central tracks at Wright, Iowa, nearly completed.

A new grain firm started into business recently at Guernsey, Iowa. Howard Wilson will manage the business.

J. M. Thompson, Garrison, Ia., has lately put in a large sized grain cleaner of the A. P. Dickey Mfg. Co.'s make.

Felthons Bros., at Latimer, Iowa, have had so much grain to take care of that they run their elevator night and day.

H. Lambert of Beaverville, Iowa, has his new elevator about completed. He has already taken in considerable grain.

J. W. Fry has leased the Rock Island elevator at Libertyville, Iowa, and is prepared to buy all kinds of grain and seed.

M. E. Knotts & Co., Lucas, Ia., have lately added a cleaner of the A. P. Dickey Mfg. Co.'s make to their equipment.

Adam Kleespies, of Haverhill, Ia., has succeeded the firm of Kleespies & Imholt, and will operate the elevator at that place.

F. H. Peavy, the well known grain man, has given \$5,000 cash for the benefit of the Sanitarium hospital at Sioux City, Iowa.

A Kansas City grain company is figuring on erecting a 90,000 bushel elevator at Doon, Iowa. The town of Doon already has eight elevators.

Kern & Schofield, Charles City, Ia., have equipped their new elevator at Staceyville with the A. P. Dickey Mfg. Co.'s Overblast separator.

Montgomery Bros., Esterville, Ia., have equipped their house at Montgomery with one of the A. P. Dickey Mfg. Co.'s Overblast separators.

The Grain Dealers' Union of southwest Iowa and northwest Missouri will meet at Council Bluffs, Iowa, Sept. 28. Regular grain dealers will be welcome.

Deal & Webb, of Early, Iowa, have leased an old elevator at Sulphur Springs, Iowa, where they will deal in grain. T. Scott is managing the business.

M. C. Ott & Co., who operate the only elevator at Wilton, Iowa, have purchased the coal business of A. Todd & Co., and henceforth will deal in hard and soft coal as well as grain.

C. Bossard is now sole proprietor of the grain business formerly conducted under the firm name Mitchell & Bossard, at Ida Grove, Iowa. Mr. Mitchell will give his whole attention to his large and rapidly growing hardware business.

Wallace Farley has purchased the elevator at Ogden, Iowa, which was built twenty-four years ago for the farmers of Ogden. For many years it was rented to I. W. Rice, but at the time of its sale it was rented by Hennings & Haggie. The stockholders will realize about 80 cents on the dollar.

MISSOURI.

A new elevator is being built by F. J. Bayless at Watson, Mo.

A grain elevator at Knobnoster, Mo., was unroofed by a tornado.

Brand-Dunwoody Mill Co. is erecting a 60,000 bushel elevator at Joplin, Mo.

W. J. Livingston & Sons lately purchased from the A. P. Dickey Mfg. Co. a new cleaner for their house at Windsor, Mo.

Hall & Robinson have leased the Empire elevator at Kansas City, Mo., and will operate it in the future. It has a capacity of 450,000 bushels.

St. Louis grain merchants are still working to secure more favorable freight rates so that they will be able to compete with Kansas City.

The large elevator owned by the Link Milling Company, at Springfield, Mo., caught fire some time ago, and but for the strenuous efforts of the firemen it would have been burned to the ground.

The Brownfield elevator, at Craig, Mo., has been completed. It has a capacity of 22,000 bushels. Its dimensions are 30x50 ft., and 60 ft. high. It will be run by a 25 horse power engine. L. L. Teare will assist Mr. Brownfield.

Secretary Rippey, of the state board of agriculture, reports the condition of corn has steadily increased and is now estimated at 89 per cent as compared with 80 for August and 76 for July. Severe drouth in some of the central counties is, however, injuring the late corn. The yield per acre is estimated at 32 bushels for the state as compared with 27 on the same date last year.

R. M. Adams, one of the oldest and most prosperous grain merchants of St. Louis, Mo., has been in the grain business for over thirty years. He is a member of the Nebraska Grain Dealers' Association, the Grain Dealers' Union, of Southwest Iowa and Northwest Missouri, and of the Grain Dealers' National Association. He started in business under the firm name of McCormick-Adams, who built the Advance elevators, one of the first elevators in East St. Louis.

KANSAS.

Grain news from Kansas is always welcome. Let us hear from you.

S. D. Beach has purchased the Ransom property, at Havensville, Kan., and will convert the buildings into an elevator and feed mill.

W. T. Sawyer, of Wichita, Kan., recently purchased a No. 1 Little Victor Corn Sheller and Cleaner from the Barnard & Leas Mfg. Co.

Pennock & Prince have just completed the overhauling of their big elevator at Concordia, Kan. They have added a new separator, sheller and grinder.

The old Farmers' Elevator, at Salina, Kan., now owned by the Salina Mill & Elevator Co., is being painted and repaired and will be used for storage purposes.

It is reported that dry and hot weather has prevailed throughout the southwestern part of Kansas for three weeks and that it has materially affected the corn crop, which will fall one-third below the average in that section.

H. Schwartz's steam elevator, grain house and coal sheds at Frankfort, Kan., were entirely destroyed by fire August 30. The fire was caused by a spark from an engine. The elevator contained 2,000 bushels of corn. Loss, \$1,000; insurance, \$2,000.

The big storehouses owned by the Armour Packing Co., in Kansas City, Kan., and leased by the Beckham & Sherwood Mercantile Co., for the storing of grain and hay, were totally destroyed by fire August 20. The origin of the fire is not known. Loss, \$30,000. Both building and contents were fully insured.

Local meetings of the Grain Dealers' Association of Kansas will be held at Chanute, Sept. 14, at Coffeyville, Sept. 15, and at Wellington, Sept. 20. The association is getting the dealers together and putting a stop to unreasonable overbidding and other expensive abuses which have crept into the business.

NEBRASKA.

Turner & Brenner have opened their new elevator at Wausa, Neb.

We would be pleased to have our Nebraska friends send us news items.

The Dodge Milling & Grain Co., of Fremont, Neb., has its elevator about completed and ready to receive grain.

The Omaha Elevator Company has completed its new elevator at Gothenburg, Neb. Mr. Martin is the manager.

During a heavy rain storm Sept. 6 at Dwight, Neb., lightning struck the Cottrell grain elevator, doing quite a little damage.

The Minden Grain Co. has purchased one of the large size grain cleaners of the Dickey Mfg. Co.'s make for their house at Edison, Neb.

The Barnard & Leas Mfg. Co. have sold Seeley, Sons & Co., of Fremont, Neb., a No. 1 Victor Corn Sheller, and a No. 1 Cornwall Corn Cleaner.

The Peavy Elevator Co. is building a 40,000 bushel elevator at Thurston, Neb., a 40,000 bushel elevator at Necora, and a 15,000 bushel elevator at Cordington.

A. H. Bewsher, who recently succeeded W. H. Chambers as secretary of the Nebraska Grain Dealers' Association, is well fitted by experience to fill his present position. Dealers who attended the joint convention at Omaha in June will remember him as the author of the excellent paper on Written Contracts. During the last seven years Mr. Bewsher has been connected with

the Greenleaf-Baker Grain Co., Greenleaf & Baker, of Atchison, Kan. Much of his time was spent in traveling among the country grain dealers, so he knows much of their trials and troubles and will be able to do much to bring about needed relief. Mr. Bewsher took charge of the office August 22 and has already done much effective work. Nebraska dealers are to be congratulated on securing so competent a man to take up the work of Mr. Chambers.

SOUTHEAST.

Baltimore, Maryland's, grain exports for August amount to about 6,000,000 bushels.

The Memphis Grain & Elevator Company's elevator at Memphis, Tenn., was destroyed by fire September 8. The cause of the fire is unknown. The elevator had a capacity of 250,000 bushels; the total loss will reach \$242,000, while the insurance is \$75,000.

Lucas Moore, Commissioner of Agriculture for Kentucky, informs us that his report on the condition of crops Sept. 1 was made up from replies received from 148 correspondents representing 99 counties. WHEAT.—Weather conditions have induced a freer marketing of the wheat crop than would otherwise have been the case. The heavy rainfall, which was general during the early part of August, and continued in some sections until near the close of the month, put much of the wheat in shock in a condition that storing in home granaries would endanger the quality. Of wheat that was stacked few crops withstood the penetrating rains that fell from the 1st to the 15th of August. It is estimated that 74 per cent of the crop of the western section remained in hands of farmers September 1st. In the central section 67 per cent was in farmers' hands on same date, and in the eastern section 87 per cent was unsold. On September 1st, 1897, the estimated percent of wheat still in hands of farmers was 56. Estimating the damage resulting from rain shows that 16 per cent of the crop was damaged while in shock and in stack in the western section, 11 per cent was damaged in central section and 13 per cent in eastern section. The conditions, until the last week of August, have been exceedingly favorable to preparations for new crops, but stimulus of a high price or advancing market is wanting. CORN.—The corn crop will be one of the heaviest in yield per acre ever produced in the state. Early corn has reached a stage of maturity which admits of it being put in shock. While much of the acreage was planted late, the forcing season, especially during the past month, has brought late corn to a stage of maturity where little apprehension of damage from frost need be felt. The condition, compared with average years, averages 107 in western section, 102 in central section, and in the eastern section 105. The average for the state is 105. On August 1st the condition for the state averaged 97. On September 1st, 1897, the condition was 88. The counties which August 1st showed an abnormally low condition, show, without exception, an improvement, and in some of them the improvement has been wonderful. To offset to some extent this improvement the crop in low bottoms has been damaged, and much of it destroyed outright by overflow. Late corn was beginning to suffer for rain with the close of the month.

CANADA.

The Dominion Elevator Co. is erecting an elevator at Greenway, Man.

The Northern Elevator Co. will erect a 2,000 bushel elevator at Somerset, Man.

S. McLeod is contemplating the erection of an elevator at Prince Albert, Sask.

R. C. Ennis, of Nepawa, is building an elevator at Arden, Man., and also at Carberry.

Mr. Christie, of Emerson, Man., is contemplating the erection of an elevator at Emerson.

The Morden Milling Co. contemplates the erection of a 40,000 bushel elevator at Morden, Man.

Body & Moakes, of the Winnipeg Linseed Oil Mills, are erecting a flax warehouse at Greta, Man.

The Reston Farmer's Elevator Company, at the annual meeting, declared a dividend of 15 per cent.

Moosomin, Assa., has five elevators, including the new elevator built by the Dominion Elevator Co.

The winter wheat crop of Ontario is very large and the spring wheat crop about double the usual amount.

The Kingston (Ont.) Whig says that a local grain firm has lost nearly \$50,000 on two deals in options recently.

The Ferguson & Bullock elevator, at Melita, Man., is nearing completion. It will have a capacity of 25,000 bushels.

The Northern Elevator Company will build an elevator at Emerson, Man. It will have a capacity of 25,000 bushels.

The Manitoba Elevator Company has purchased the grain warehouse formerly owned by Allaire & Co. at Somerset, Man.

Two elevators have been built at Red-jacket, Assa., one by Brigham & Jones, and the other by the Dominion Elevator Company.

Tromanhauser Bros., Minn., are building a 500,000 bushel elevator at Goderich, Ont., for the Goderich Elevator and Transit Co.

The Lake of the Woods Milling Company has erected elevators at Sintaluta, at Alameda, in Assiniboia, and at Dauphin in Manitoba.

Bready, Love & Tyron, are erecting an elevator at Myrtle, Man., they are also building an elevator at Fleming, Assa., making the third one for that place.

The Barnard & Leas Mfg. Co. recently sold the Waterhouse Engine Works Co., of Winnipeg, Man., 3 No. 36 Special Grain Separators, and a No. 37 Barnard Special Grain Separator.

The official government crop report of Manitoba gives the average yield of wheat at 17.41 bushels per acre and the total crop at 25,913,155; oats 35.02 bushels per acre, total crop 18,029,944; barley 29.17 per acre, total crop 4,611,314; flaxseed 14 bushels per acre, total crop 350,000 bushels.

A report from Ontario and Quebec, Canada, is to the effect that the barley crop of that section is of very fine quality, and the farmers are hoping that something will come out of the conference which was held at Quebec, to enable them to deal with brewers along the northern border in the United States. At present the high tariff forbids such trade.

A. Atkinson, a grain dealer, at Winnipeg, Man., has invented a grain storage system, consisting of a portable galvanized iron tank which can be placed

on skids and moved about easily by one horse. It can be used in the field as a receptacle for grain from the thrasher. It is fire, weather and vermin proof, and provides either temporary or permanent storage for grain. A small portable elevator has been designed for use in connection with these tanks.

MINNESOTA.

John O'Brien has started his new elevator at Stillwater, Minn.

Fred May will have charge of the Farmers' elevator at Litchfield, Minn.

Jesse Kilpatrick has charge of E. A. Brown's elevator at Altoona, Minn.

Adam Winter will be manager of the elevator at Albany, Minn., for Geo. M. Schaefer.

The G. W. Van Duzen Elevator Co., of Minneapolis, has opened its elevator at Verdi, Minn.

L. J. Phillips is putting an A. P. Dickey cleaner in his elevator at Rose Creek, Minn.

Johns & Powers, Minneapolis, Minn., are putting a Dickey cleaner in their elevator at Bigelow.

P. G. Klinefelter, Elmore, Minn., has recently adopted the Dickey Overblast separator for cleaning.

The Redwood Falls, Minn., elevators have already received about 62,000 bushels of wheat of this year's crop.

Alex Campbell, having secured control of the Hunting elevator at Austin, Minn., will enter the grain business.

The Imperial Elevator Co., of Minneapolis, Minn., has filed an amendment to its articles increasing its capital stock to \$200,000.

John La Due has entered the grain business at Luverne, Minn., and is the local agent for the D. H. Stuhr Co., of Davenport, Ia.

The Farmer's elevator at Faribault, Minn., which has been erected on the site of the old Grange Mill, is now ready to receive grain.

Stadsvold & Lohn are building a new 2,400 bushel elevator at Lengby, Minn., a new town on the new line of the Eastern Minnesota railway.

A stock company has been organized at Stillwater, Minn. for the purpose of building an elevator to replace the burned Staples elevator.

Chief Grain Inspector Clausen, of Minnesota, states that he believes the crops of the Dakotas and Minnesota will be the largest ever raised.

It is reported that a good deal of the wheat near Crookston, Minn., contains more or less smut, and is consequently sold at a much lower grade than otherwise would be the case.

The granaries of E. P. Watson, at Morris, Minn., containing 2,000 bushels of oats and 1,000 bushels of wheat, were destroyed by fire Sept. 3rd. The origin of the fire is not known.

Hans & Simons elevator, at Altura, Minn., was slightly damaged by fire Aug. 31. The fire started from a tinner's furnace pot, which had been left close to some combustible material.

The new elevator at Ash Creek, Minn., which recently commenced operations, has had to suspend work for a short time owing to some defect in the machinery failing to elevate properly.

Albert Simon, who for the past three years has been connected with the Lambertson Elevator Co., at Winona, Minn., has accepted a position as buyer for the

W. W. Cargill Co., who recently purchased the Lamberton elevators.

The old annex to the C., M. & St. P. elevator B, at Minneapolis, Minn., seems to have outlived its usefulness, and is being torn down. The railroad company is contemplating the building of a new modern annex in its place.

Frank E. Wyman, secretary of the Duluth Board of Trade for the last five years, has tendered his resignation, and it has been accepted. Mr. Wyman was well liked and his many friends regret that he has left. S. A. Kemp is his successor.

The report of the Minneapolis Chamber of Commerce committee in regard to the matter of improvements and additions recommends that the present building be enlarged at an expense of \$18,000, that more ground be bought and that a large eleven story building be erected.

All desiring to keep posted as to what is going on in the grain business can do so by subscribing for the Daily Market Record, published daily at Minneapolis, the regular price of which is \$3 per year and the Grain Dealers Journal, published at Chicago, twice a month, for \$1 a year. Both can be had for \$3 per paper.

The inspection at Duluth, Minn., so far this year, shows a large percentage of No. 2 northern wheat, and up to Sept. 1, quite a little over 50 per cent of the receipts were below No. 1 northern. This is due to the fact that a large amount of threshing has been done from shocks, and partly also to early cutting.

NORTHWEST.

A new elevator has been built at Hickson, N. D.

Grain trade news items always welcome to these columns.

M. J. Winchell has just completed a new grain house at Howard, S. D.

Folsom & Anderson will have charge of the new elevator at Hooper, N. D.

Patrick McCann has completed a new elevator three miles west of Minto, N. D.

Thos. Gagan will buy grain for the National Elevator Company at Devils Lake, N. D.

Andrew Nord, of Bruce, is buying grain for the Atlas Elevator Co. at Lake Preston, S. D.

The Peavy Elevator Company will erect a new elevator of 40,000 bushels capacity at Elora, N. D.

J. G. Brady, of Mound City, S. D., has rented the Owen's & Perry grain house at Eureka, S. D. Bob Hayes will act as Manager.

B. Parsons, of Havanna, N. D., recently purchased a No. 1 Little Victor Corn sheller and cleaner of the Barnard & Leas Mfg. Co.

F. T. Kirtland is building a new 35,000 bushel elevator at Harriott Siding, four miles south of Grafton, N. D., for James Harriott.

It is reported that one-third of the wheat grown in the two Dakotas and Minnesota this year will be somewhat affected by smut.

Reports received from the northwest are to the effect that the new oat crop will be of a much better quality than was that of last year.

T. C. Power will erect a new 100,000 bushel elevator at Belgrade, Mont., to

take the place of the one that was burned a couple of months ago.

The Northwestern Grain Company, of Spokane, Wash., has leased the Adams warehouse at Kendrick, Idaho. D. E. Thomas will take charge, and in addition to furnishing sacks and twine, it will loan money on wheat.

The Union Elevator Co., of Toronto, S. D., has been incorporated with a capital stock of \$75,000. The incorporators are E. G. Nelson, Martin Sater, L. J. Hanson, L. C. Hage, O. C. Dokken, O. J. Pertin and C. T. Christopherson.

The Pacific Elevator Company has recently made several improvements in its elevator at Watertown, S. D. The approaches have been graded and otherwise improved. The company has arranged to keep a large stock of fuel on hand. Mr. Hamann has charge of the business.

It is said the grain market at Montrose, S. D., will be exceptionally good this fall. The local end is represented by P. G. Williams, who owns his own elevator. The other firms are Hubbard & Palmer, with P. E. Davis as representative, and Peavy & Co., with C. Love as representative.

SOUTHWEST.

W. J. Keith has opened a new grain and flour business at Victoria, Tex.

A 25,000-bushel elevator is being built at Denton, Tex., by the Alliance Mill Co.

It is reported that the Illinois Central is preparing to build another big elevator at New Orleans, La.

The Alliance Milling Company is erecting a new elevator at Denton, Ga. It will have a capacity of 27,000 bushels.

The Henderson Elevator Co., of Henderson, Ky., is building a large warehouse for the storing of wheat and corn.

The Cameron, Barclay & Co., Charleston, S. C., have bought a No. 32 Special Rice Separator of The Barnard & Leas Mfg. Co.

Several of the enterprising citizens of Elizabethtown, Ky., are agitating the question of building a steel storage elevator with a capacity of 100,000 bushels.

Farmers at Alexandria, Tenn., are storing their wheat in the large elevator at Alexandria, and holding it for better prices. The elevator has a capacity of 40,000 bushels.

E. B. Smith & Co.'s warehouse at Little Rock, Ark., containing 200 carloads of hay, 2,000 barrels of flour and 12 carloads of corn, was destroyed by fire August 28. Loss, \$40,000; insurance, \$9,000.

Work on the 500,000-bushel grain elevator at Port Arthur, Tex., is progressing and the canal is being dredged. The elevator will have a receiving and discharging capacity of 30,000 bushels per hour.

New Orleans seems to be slowly, but surely, coming to the front as an export grain port, and the closing of the crop year shows that 40,000,000 bushels of grain have been exported from this port alone.

The Greenwood Elevator has been completed at Rogana, Tenn. It is owned by Hon. J. M. Head, and has a capacity of 75,000 bushels. It has all the improved machinery, including a gasoline engine, etc.

The large wholesale grain warehouse belonging to Frank Woodruff, at Sanford, Fla., was burned on the evening of Aug. 30th. The loss on the stock is \$7,600, and on the building about \$1,500; insurance \$1,800.

J. I. Campbell & Co., of Moody, Tex., are large shippers of oats and corn, also wheat. They have shipped as high as 100 cars per year.

The New Orleans Picayune says that Mr. Knott, vice-president of the L. & N. Ry. Co., has been in close conference with a prominent elevator builder, and that there is a possibility of New Orleans having another big elevator in the near future.

A commission was issued recently to the Cooperative Grange Cotton Seed Oil Mill, of Wisacky, S. C. The object is the manufacture of the products of cotton seed, the compounding and sale of fertilizers and to conduct a public granary. The capital stock is \$12,000.

The Barnard & Leas Mfg. Co. report the following sales in the southwest: W. W. Lockwood, Kingfisher, O. T., a No. 36 Special Grain Separator. C. B. Lake & Co., West Lake, La., a No. 3 Special Rice Separator and 1 40x12 Rice Reel. S. P. Kingry, Lake Charles, La., a No. 31 Special Rice Separator.

J. P. Harrison, Sherman, Texas, president of the Texas Grain Dealers' Association, in writing of the recent meeting at Ft. Worth, says: "We had a splendid meeting; the attendance was good and an active interest was manifested. I think we have fine prospects of organizing and maintaining a splendid association."

E. H. Crenshaw, Ft. Worth, Tex., Secretary of the Texas Grain Dealers' Association, writes: "Our hopes of good to be accomplished by the association depend very largely on the hearty cooperation of all the members. It is the duty of every grain dealer to do all he can to advance the growing grain interests of our state. It is his duty to himself and family to do all he can legitimately to advance his own business interests by personal attention."

PACIFIC COAST.

The Preston-Parton Milling Co., of Waitsburg, Wash., has bought the Pacific coast elevator at that point and will use it as a grain warehouse.

The Northwestern Grain Co. of Spokane, Wash., has leased the Adams warehouse and is prepared to furnish sacks and twine to its customers.

About 20,000 bushels of grain have been stored in the Wells, Ore., elevator this season. It is reported that the yield in that vicinity is about one-third less than was expected.

A large addition is being built to the grain warehouse at Albina, Wash., and the Montgomery wharf is being enlarged. With these improvements the handling of grain will be greatly facilitated.

It is reported that Spokane, Wash., has been selected as the permanent meeting place for the State Grain Commission. The reason being that nearly all the grain is raised in that section of the state, therefore the duties of the commission and its employees are necessarily confined to that section.

The Atlas Milling Co., of Los Angeles, Cal., has been incorporated with a capital stock of \$80,000, divided into 800 shares. The directors are Valentine Kratz, Conrad C. Kohlmeier, L. Martin Kohlmeier, Los Angeles; W. M. Kratz, San Francisco; A. A. Kratz, McMinnville, Or. The purpose of this corporation is to carry on a general grain, milling, feed and warehouse business.

THE ANNUAL MEETING

of the GRAIN DEALERS' NATIONAL ASSOCIATION, will be held at the CHICAGO BEACH HOTEL,
CHICAGO, November 2nd and 3d, 1898.

Special Rates

have been made at the Hotel
for this meeting....



It is located on the
Lake Shore and 51st
Boulevard...



Its broad verandas, large office,
commodious parlors, modern ap-
pointments, and its 450 outside
rooms, make it an ideal place to
stop. Come and bring your wife.



Those desiring to engage rooms
in advance of the Convention,
should address Manager
GEORGE B. ROSS,
at the hotel. *****



The Chicago Beach Hotel, from Lake Michigan.

NOTICE TO THE GRAIN TRADE.

At a meeting of the Board of Railroad and Warehouse Commissioners, held in Chicago, August 25th, 1898, a grade of wheat to be known as No. 2 Northern Spring Wheat was established, reading as follows:

No. 2 Northern Spring Wheat must be northern grown spring wheat, not clean enough or sound enough for No. 1, and must contain not less than 50 per cent of the hard varieties of spring wheat.

A grade of oats was also established to be known as No. 3 White Clipped Oats, reading as follows:

No. 3 White Clipped Oats shall be seven-eighths white, not sufficiently sound or clean for No. 2, and shall weigh not less than twenty-eight pounds to the measured bushel.

The following changes were made in the grading of Red Winter Wheat and White Winter Wheat:

Red Winter Wheat containing a mixture not exceeding five per cent of White Winter Wheat shall be classed as Red Winter Wheat.

Red Winter Wheat containing more than five per cent of White Winter Wheat shall be graded according to the quality thereof and classed as White Winter Wheat.

The above rules will go into effect on Monday, September 19, 1898.

E. J. NOBLE,
Chief Grain Inspector.

Chicago, Ill.

Prof. Emery, of the State Experimental Station, at Bozeman, Mont., reports the following yields of grain on well-cultivated and fertilized grounds under his charge. Spring wheat 41 bushels per acre; oats 82, and barley 52.



GUARANTY STORAGE WARRANT CO.

Capital and Surplus \$225,000

ISSUES **Storage Warrants** on { **Wheat, Oats and Corn**

Contained in Owners **ELEVATORS, WAREHOUSES and CRIBS.**

These Storage Warrants (sometimes called Warehouse Receipts), are used to secure loans and to facilitate the sale and delivery of the property they represent. They are especially well adapted to the grain trade where grain is carried at **local railway stations and junction points**; the property remaining where stored at nominal cost until price satisfactory to the warrant holder can be secured.

Write for Rates to Grain Dealers.

Offices, Calumet Building, 189 La Salle St., Chicago.

WEBER Gasoline Engines

Are Known for Strength and Durability.

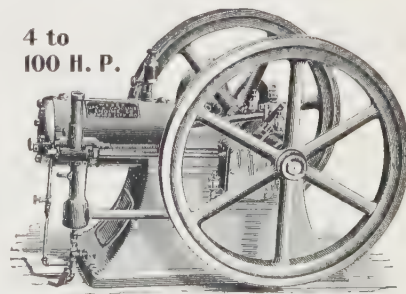
ADAPTED FOR
ELEVATORS, FEED MILLS, ETC.

Cost to Run, 1c per H. P. Hour.

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Weber Gas & Gasoline Engine Co.

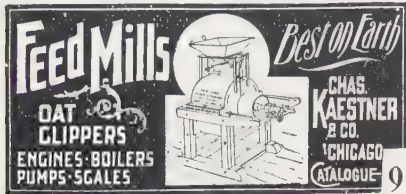
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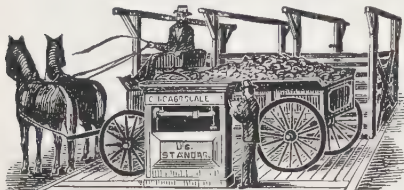
GRAIN DEALERS JOURNAL.

Perforated Metal For Grain Cleaners



Alaska Gold

Is flooding the country and prices are going up, but we still sell the U. S. Standard Scales at lowest prices; also



Hundreds of Specialties at less than Wholesale prices, viz:
Sewing Machines, Bicycles, Organs, Pianos, Elder Mills,
Carrriages, Carts, Buggies, Harness, Saws, Bone Mills,
Letter Presses, Jack Screws, Trucks, Anvils, Hay Cutters,
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Corn Shellers, Hand Carts, Engines, Tools, Wire Fence,
Fanning Mills, Crow Bars, Boilers, Watches, Clothing &c.
Hay, Stock, Elevator, Railroad, Platform and Counter SCALES.
Send for free Catalogue and see how to Save Money.
151 S. Jefferson St. CHICAGO SCALE CO., Chicago, Ill.

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Kindly Mention the . . .

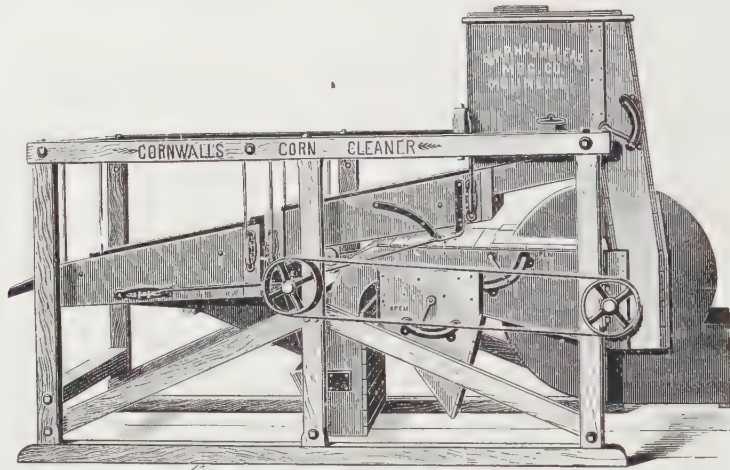
. . . Grain Dealers Journal

BARNARD & LEAS MFG. CO.

MOLINE, ILLINOIS,

MANUFACTURERS OF THE BEST CORN CLEANER
IN THE WORLD, VIZ. THE

Cornwall Corn Cleaner!



This in connection with our VICTOR CORN SHELLER makes the best outfit for shelling and cleaning corn for the market that has ever been used, and we guarantee it to be such. Write us for further information and don't forget to give us a trial.

BARNARD & LEAS MFG. CO., MOLINE, ILL.

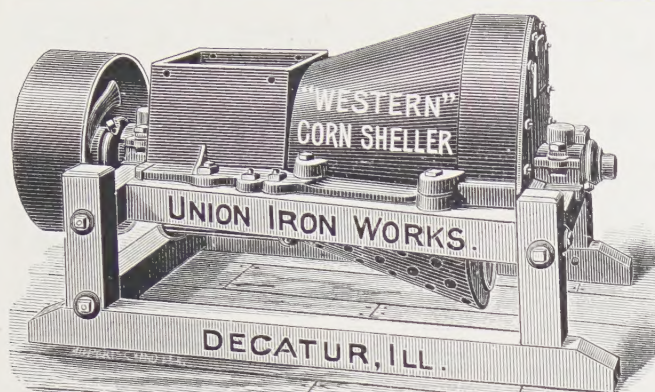
THE FOWLER ELEVATOR AND CAR LOADER.

The accompanying cut shows a type of an elevator that is suitable for small way stations where not much grain is handled and therefore has to be handled cheaply. This kind of a building can readily be put up anywhere, does not cost much, and will handle grain cheaply. For country points that do not warrant a large investment or handle large quantities of grain, this kind of a building is well adapted and just the thing.

One feature of the building is its neat appearance and size. Many of the plants constructed according to the plan of the one shown cost but \$300 complete.

This elevator and car loader was built by W. A. Fowler, of Walnut, Kan., who is the inventor and builder of the Fowler Elevator and Car Loader. He claims there is absolutely no expense in handling grains of any kind either from wagons to cars or from cribs to cars. It is provided with a low dump, in fact, it is but twenty-eight inches high, so any team can pull a load of grain upon it. Any additional information can be obtained by addressing W. A. FOWLER, WALNUT, KAN.





"WESTERN" WAREHOUSE SHELLER.

UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

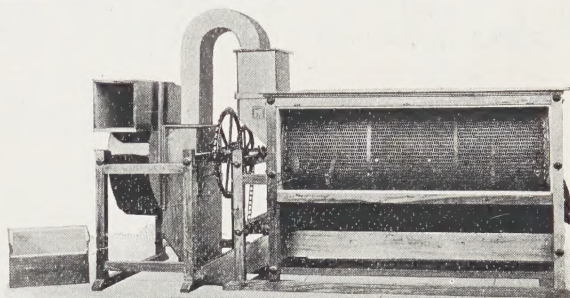
"WESTERN" SHELLERS AND CLEANERS ...BEST ON EARTH...

Grain Elevators

...and

Elevator
Machinery

...A Specialty...

PLANS MADE ON APPLICATION
BY LICENSED ARCHITECT.

"WESTERN" WAREHOUSE CLEANER.

Write For Catalogue.

Clarks Grain Tables

AVOID UNNECESSARY FIGURING,
PREVENT ERRORS IN COMPUTATIONS
BY USINGCLARK'S STANDARD SERIES
OF GRAIN CALCULATORS,
FOR REDUCING POUNDS TO BUSHELS.

Clark's Grain Tables for Wagon Loads reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 55 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

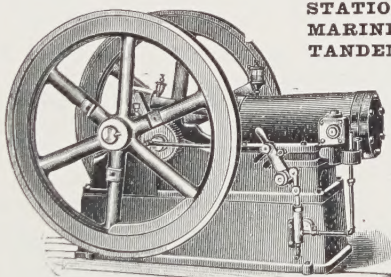
Clark's Vest Pocket Grain Tables include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

Clark's Grain Tables for Car Loads reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 32, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

Bushel Values is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the
GRAIN DEALERS COMPANY,
10 PACIFIC AVE. CHICAGO, ILL.

The WHITE Gas and Gasoline Engine



STATIONARY 1 to 12 H. P.
MARINE 1 to 8 H. P., Single.
TANDEM 4 to 16 H. P.

SIMPLICITY!
ECONOMY!
DURABILITY!

Adopted by the Elevators in the Northwest.

Globe Iron Works Co.
MINNEAPOLIS, MINN.

Mention this paper.

Send for Catalog.

The GRAIN DEALERS COMPANY,
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please
send the GRAIN DEALERS JOURNAL for one year to

Name _____

Post Office _____

County _____

Date _____ State _____

"The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the 27 of the principal cities is alone worth" **many times this small sum** and this is the only work which contains these lists, and they are correct and revised to date, besides the many thousands and thousands of places all over the country where grain is bought and sold!!

BEGIN RIGHT!

SEND A CHECK FOR \$3.00 **BEFORE TOO LATE AND GET...**

\$20.50 Worth of the Most Valuable and Up-to-Date Advertising and Works relating to the Grain Trade **FOR \$3.00**

Read the Greatest Offer Ever Made to anyone who Operates an Elevator or Flouring Mill, who is a Grain Buyer or seller, a Grain Commission Merchant, a Track Buyer or Seller, or Anyone who desires to reach any of this class of customers.

SEND YOUR CHECK FOR \$3.00 and you will get the following works and advertising worth **\$20.50** expressage fully prepaid.

Clark's Grain Dealers' and Shippers' Gazetteer for 1897-98, 300 pages, 9x12 inches, bound in cloth.....	regular price, \$ 5.00	} Total \$20.50
Space of fourteen agate lines for your advertisement in same.....	regular price, 10.00	
Clark's Grain Dealers' and Shippers' Gazetteer for 1899, 500 pages, bound in cloth.....	regular price, 5.00	
Clark's Grain Tables. "Bushel Values," bound in Hercules Manilla.....	regular price, .50	

ALL FOR \$3.00 WITH ORDER, Expressage Fully Prepaid. Was Ever Such an Offer Made Before? Think of It! **FOR \$3.00**

Clark's Grain Dealers' and Shippers' ...Gazetteer...

Contains the Official List of Flouring Mills, Elevators, Grain Dealers, Shippers and Commission Merchants Located on **ALL THE RAILROADS THROUGHOUT THE UNITED STATES AND CANADA.**

To the Individual or Firm Receiving this Issue of the Grain Dealers Journal:

GENTLEMEN:—Your business is located on one of these railroads somewhere in the U. S., and your name has been furnished for the work by the officials of said road, as the work is issued under their indorsement and with their co-operation. To print here all the roads represented would take up too much room. Should your firm, however, be a subscriber to **Clark's Grain Dealers' and Shippers' Gazetteer** for 1898 you are aware of the value of the works and advertising above mentioned, and that you paid the amount asked for the entire list for the book alone. Eighty per cent. of the subscribers have renewed, as before, without premiums or advertising space as offered above. The 1899 edition of this work (now being compiled), **will include the lists of more than one hundred railroads not appearing in work for 1898.** It will be between 400 and 500 pages, handsomely bound in cloth. The roads being alive to the importance of the work, every line represented gives the lists the most careful revision, so that absolute accuracy is guaranteed. Besides, the millers and elevators are marked so that you can tell at a glance whether the firm belongs to the milling, elevator, grain buying or commission class. It contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., the list of officers of the leading Boards of Trade, and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers. The price of the work hereafter will be \$5.00, but should you feel like taking advantage of the above you may do so, if you send your remittance—in that case you can have the entire list sent by express fully prepaid for only \$3.00. Here's an opportunity to get an immense amount of up-to-date information and valuable advertising for a very small sum. Any of the items mentioned are worth more than the price asked for all. Remember, only \$3.00 pays for the entire lot. Send at once so as not to be too late, and inclose "copy" for your advertisement. Write advertisement plainly, as "proof" cannot be shown. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Building, Chicago.

It Has Occurred to Us

held. Do you believe these hard headed business men would send a **renewal** for a work that did not pay them? They paid the price asked and received no premiums. **You get \$20.50 worth for \$3.00.** Send at once. There are also a few letters from old advertisers in the previous work who send renewals. Your advertisement ought to pay you the same or even better than it does them. A medium that an advertiser who has thoroughly tested it says is good must be **very good.** Send us your order at once.

That all an advertisement might say would not influence you as much as to print (as we do below), the names of old subscribers whose orders for the 1898 work were received in one day's mail recently. It shows the diversity of the circulation of this great work and the high esteem in which it is held. Do you believe these hard headed business men would send a renewal for a work that did not pay them? They paid the price asked and received no premiums. You get \$20.50 worth for \$3.00. Send at once. There are also a few letters from old advertisers in the previous work who send renewals. Your advertisement ought to pay you the same or even better than it does them. A medium that an advertiser who has thoroughly tested it says is good must be very good. Send us your order at once.

Chase, Hibbard Milling Co.....Elmira, N. Y.
The Weston Mill Co.....Scranton, Pa.
Jesse Jones & Son.....Norfolk, Va.
J. Chas. McCullough, Exp'r.....Cincinnati, O.
Southern Grain Co.....Kansas City, Mo.
Santona Roller Mills.....Santona, Iowa.
Saginaw Milling Co.....Saginaw, Mich.
Chas. A. Ayres & Co.....Martinsville, O.
Griffiths & Hayes, Ag'l Imp.....Paoli, Kan.
Ballard & Ballard Co. Mill.....Louisville, Ky.
McCord & Kelly.....Columbus, O.
J. H. Hennesch & Co.....Cincinnati, O.
Enterprise G'n Elevator.....Binghamton, N. Y.
L. Frersdorf & Son.....Hudson, Mich.
Penn Yan Roller Mills.....Penn Yan, N. Y.
McFarlane Mill Co.....Sherbrooke, Quebec.
Dwight M. Baldwin, Jr.....Graceville, Minn.
Logan & Co., Grain.....Nashville, Tenn.

Watertown Roller Mills.....Watertown, S. D.
The Cutler Co.....North Wilbraham, Mass.
Bernier & Co.....St. Hyacinthe, Can.
Miner, Hillard Flour Mills.....Wilkesbarre, Pa.
B. L. Bridges & Co.....Memphis, Tenn.
S. L. Hamilton.....Ashland, Ill.
G. W. Kennedy & Son.....Shelbyville, Ind.
S. R. Lowry.....Cuba, N. Y.
Caughay & Curran.....Detroit, Mich.
Howell & Webster.....Middletown, N. Y.
Schwartz & Co.....Walcut, Iowa.
J. S. Lewis & Co.....Lockhart, Tex.
Henry Lytle & Sons.....Somers, Wis.
R. L. LeBlanc, Grain.....Chetawa, Miss.
G. A. Richards, Grain.....Guilford Center, N. Y.
J. S. Liggett, Grain.....Wellsburg, W. Va.
John Wade & Sons.....Memphis, Tenn.
George H. Swearingen, G. Store.....Dunbar, Pa.

Davis & Co., Elevators.....Nevada, Mo.
Edward J. Wilkins.....Pittsburg, Pa.
C. M. McLaughlin.....Unity, Pa.
G. L. McLane & Co.....Union Mills, Ind.
Hertz & Keever.....Kansas City, Mo.
W. M. Reid, Grain.....Bucyrus, O.
Mercer & Kulp.....Phoenixville, Pa.
E. R. Ulrich & Son.....Springfield, Ill.
J. D. Nichols & Son.....Noble, Ill.
Scott Roves' Sons.....Cincinnati, O.
Chas. H. Lindner.....Valparaiso, Ind.
E. F. Grover, Grain.....Glyndon, Minn.
C. O. Matheny & Co.....Springfield, Ill.
Robt. Elliot & Co., Grain.....Milwaukee
A. Sperling.....Dewey, Ill.
Alden F. Hays, Grain.....Sewickley, Iowa.
W. A. McLogan & Co.....Carroll, Iowa.
R. J. Gothers.....Hastings, Pa.

"In the Opinion of the Leading Millers, Elevator Owners, Grain Merchants, Buyers and Sellers, it is the Best Work Ever Issued."

SANDWICH ENTERPRISE COMPANY. SANDWICH, ILL.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.
Gentlemen:—We have yours of the 27th ult., and have concluded to place our advertisements in the Gazetteer which you are getting ready for publication, accepting your offer, which we understand is the same as made last year which we used. We sign order and enclose same herewith.
Yours truly, SANDWICH ENTERPRISE CO.
By W. H. Robertson, Asst. Secy.

THE S. HOWES COMPANY. SILVER CREEK, N. Y.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.
Gentlemen:—We are in receipt of yours of the 25th and will state that we will take the page in your new book. We would just as soon use the copy that is in the old book.
Yours very truly, THE S. HOWES CO.
Per F. L. Cranston, Secy.

THE CASE MANUFACTURING CO. COLUMBUS, OHIO.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.
Gentlemen:—In response to your letter of recent date we inclose to you order for renewal of full page advertisement in the Grain Dealers' and Shippers' Gazetteer for the years 1897-1898. It may be of interest for you to know that our year's advertisement in the Gazetteer was a valuable one to this company, and we confidently believe that greatly aided our trade, and it is with pleasure that we renew the same for the year above indicated.
Wishing you abundant success, we remain,
Yours truly,

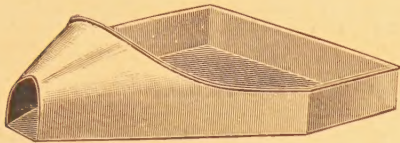
THE CASE MANUFACTURING CO.,
By J. F. Oglevee, Vice-Prest.

Send your order at once. \$3.00 pays for all, to be sent express charges fully prepaid. Don't forget to send "copy" for advertisement at same time. Address

CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Bldg., CHICAGO, ILL.

CHASE SAMPLE PAN

For Examining Samples of Grain.



Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.

\$1.25 at Chicago.

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

PENS.



Try Pencil Point and Diamond Point Pens for....

FIGURES, POSTING and GENERAL USE.

Made of Nickel Steel—nothing so good. To try, one doz., 15c; two doz. 25c. Stamps will do.

SPOT CASH PEN CO., 506 Journal Bldg., Chicago

Remember the name....

GRAIN DEALERS JOURNAL

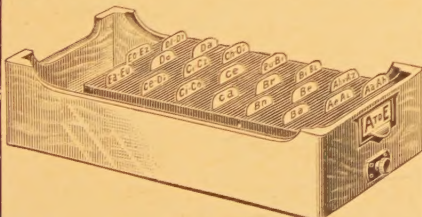
Advertise
...in it

Subscribe for it

Freight Tables...

Avoid unnecessary figuring and prevent errors in computing freight per bushel by using labor saving freight tables. Amount of freight per bushel at every rate up to 50 cents per hundred shown. Copy of same, printed on cardboard with heavy-faced type, can be secured by sending six cents in stamps to the GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

TIME SAVED IS PROFIT GAINED



Adding expedition and accuracy to a business increases its ability to succeed. We manufacture modern, up-to-date office devices, notably

**The Globe Card Index File and
The Globe-Wernicke Elastic Cabinets**

that increase office efficiency many fold.

You will see their desirability for your business on inspection, or we will tell you by letter, if your calling is inconvenient.

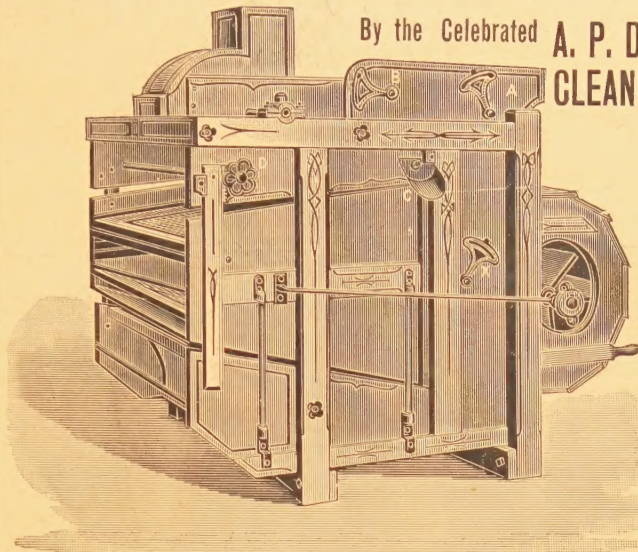
The Globe Company,

226-228 Wabash Ave., CHICAGO.

"GRAIN CLEANED TO A STANDSTILL"

By the Celebrated **A. P. DICKEY GIANT GRAIN CLEANERS...**

THE STANDARD
IN THEIR
LINE



Manufactured in any desired size and pattern, with capacities to accommodate the largest Elevators and Flouring Mills, or small Warehouses for hand use. Single and Double, End and Side Shake, and Dustless Separators, both Under and Over-Blast.

For prices and descriptive circulars, address

**A. P. Dickey
Mfg. Co.**

**RACINE,
WIS.**

OVER-BLAST SUCTION SEPARATOR.



Clean Your Grain

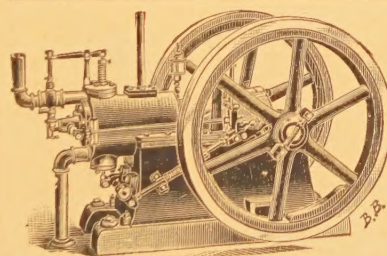
with a **KASPER**

**SELF-ACTING
CLEANER.**

IT CLEANS GRAIN CLEAN.
SEPARATES CLIPPINGS FROM CLIPPED GRAIN.
FIRST COST IS SMALL.
REQUIRES NO POWER, NO WATCHING.
WORKS WHILE YOU SLEEP.

TURN ON GRAIN when you leave at night, and several carloads will be ready for shipment in the morning.

THOMAS WHITFIELD, Owner and Manufacturer,
369 Wabash Avenue, CHICAGO, ILL.



**Flour City
Gasoline Engines..**

SUBSTANTIAL.
STEADY MOTION.
SAFE. SAVES EXPENSE.

KINNARD PRESS CO., MINNEAPOLIS, MINN.

HAY—GRAIN.

TWO JOURNALS \$2

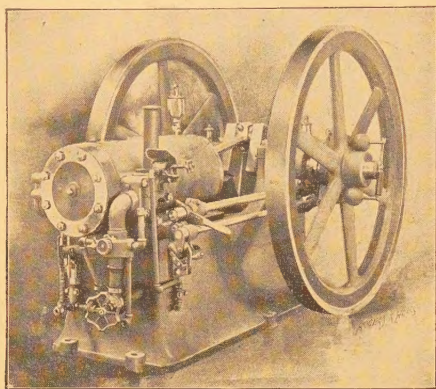
Dealers engaged in handling hay as well as grain will profit by subscribing for a journal devoted exclusively to the hay trade and for the Grain Dealers Journal. THE HAY TRADE JOURNAL is published weekly by Willis Bullock at Canajoharie, N. Y., for \$2 per year. The Grain Dealers Journal is published semi-monthly by the Grain Dealers Company at Chicago, for \$1 per year. Regular dealers can get both Journals one year by sending \$2 to either Journal and mentioning this offer.

\$3 for \$2

WEBSTER MFG. CO.

Eastern Branch,
38 Dey Street, NEW YORK, N. Y.

General Office and Works, 1075-1097 W. 15th St., CHICAGO.

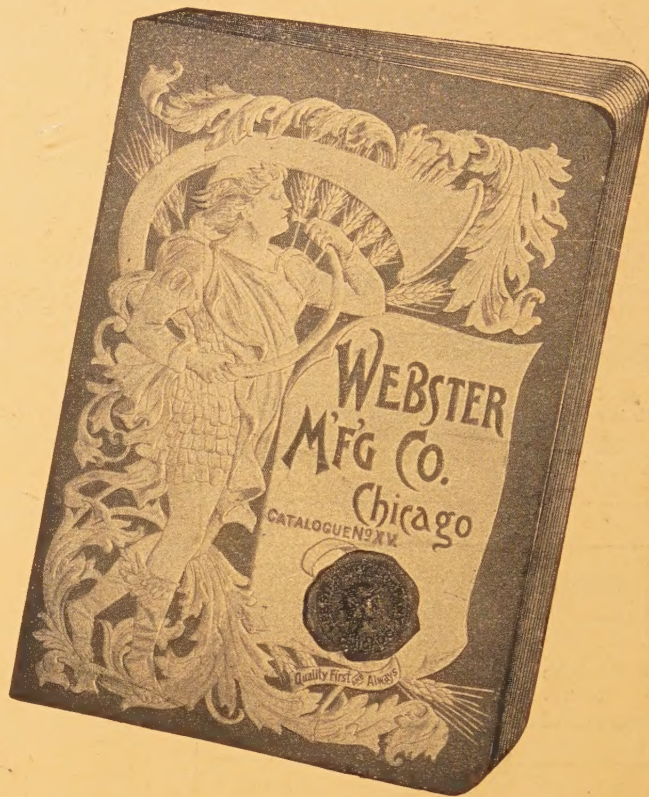


Webster Horizontal Engine for Gas or Gasoline.

We Manufacture the Most Complete Line of....

GRAIN
ELEVATOR
MACHINERY

of any firm in this country. ✱ We make a specialty of Complete Equipments for Grain Elevators from 5,000 to 2,000,000 bushels capacity. Send for our Catalogues.



You Know and We Know

But 15,000 regular Grain Dealers, all prosperous men, don't know that you are in business.

THE GRAIN DEALERS JOURNAL can help you secure desirable business. Write for advertising rates to the

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO.

Do Not Attempt

to handle the NEW CROP with your old machinery. Put in new up-to-date machines and machinery. The reduction in the cost of handling, the improvement in the quality of the grain and the increase in price obtained will more than offset the cost of the improvements.

WRITE FOR A COPY of our new Catalogue of Elevator Machines and our latest improved devices and appliances for facilitating the handling of grain.

WELLER MFG. CO. 118 North Ave. CHICAGO.

WE CAN FURNISH OUR
AJAX TRANSMISSION ROPE
IN ALL LENGTHS AND SIZES DESIRED.

